



The Exchange, Greengate, Salford Greater Manchester.

Archaeological Desk Based Assessment and Watching Brief Report

prepared for Cre8 Management Ltd
on behalf of ASK Property Development Ltd

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**THE EXCHANGE, GREENGATE,
SALFORD, GREATER MANCHESTER**

ARCHAEOLOGICAL DESK BASED ASSESSMENT

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THE EXCHANGE, GREENGATE, SALFORD, GREATER MANCHESTER

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Summary

An archaeological assessment of The Exchange, Greengate, Greater Manchester was undertaken by Archaeo-Environment Ltd for Cre8 Management Ltd on behalf of ASK Property Development Ltd. Outline planning application has been granted for the development of six residential blocks, three office blocks and a twenty storey hotel and residential block on the site at Greengate. All of these are at podium level with associated multi-storey car parking below. This development forms a key part of an extensive programme of regeneration across Salford's old city centre, combining residential apartments with office and retail space and integrated public access areas.

The Exchange, Greengate lies on the southern edge of a triangular area which forms the heart of Salford's historic core. A total of forty-seven cultural heritage sites have been identified within the vicinity of the proposed development, of which twenty-seven lay within the immediate boundary of the site. These cover some 500 years of Salford's history and could potentially advance our understanding of a number of aspects of the city's heritage including the foundation of the settlement, the pattern of its growth, the form of its early buildings, the progression of industrial expansion, workers' housing and conditions, and aspects of railway history associated with the Exchange Station (from which the site gets its name). However, the construction of the station in the late 19th century may have potentially disturbed and eradicated much of the earlier archaeology in the area; a supposition which will need to be confirmed by further archaeological evaluation

Sites within the project area fall into five main brackets each associated with a particular aspect of the city's growth: the town's foundation; industrial activity, workers' housing, inns and pubs and the railway. Eleven medieval, or immediately post medieval sites, were identified, these include Greengate and Chapel Street themselves, which formed part of the original layout of the medieval town. Early maps of the area show burgage blocks extend back from the street frontage along both roads with further garden plots to the rear. A number of other sites may also have medieval foundations.

Four industrial sites were identified, although these largely lie on the eastern side of the development area and include the Barnes and Hardman Brewery (18th century), Greengate Cotton Mill and an associated dye works (19th century). A fourth site, an iron foundry (19th century) and later tool works, lies along Chapel Street on the south side of the site. Workers' housing associated with these industries, and others in the area, have been identified across the area, progressing from west to east from the 18th to 19th century. Of particular interest is a possible early example of a speculative housing development, The Hardy Buildings (13), on the west side of the area. The study also identified twelve inns and pubs within the project area, serving the rapidly expanding urban population.

The coming of the railway in the mid 19th century had a dramatic impact on Greengate. The LNWR line, constructed in the 1840s, effectively divided Salford's historic core in two, then later in the 1880s the construction of The Exchange Station levelled the whole of the south side of the town. However, the construction of the Exchange was important in the growth of the city. Economically it provided Salford with a link to a countrywide network of rail routes; it was also a focus of civic pride dominating

views out over Manchester, and is in itself an important piece of railway, transport and industrial history. At platform level much of the station was demolished in the 1980s although a substantial network of railway arches are still preserved at street level.

The archaeology of the Exchange, Greengate has been assessed using a number of criteria and it is believed to be of **regional** significance given the importance of the site to the development of the city. However, the construction of the Exchange Station, and various other phases of earlier development, may mean that archaeological preservation will vary considerably across the site, the best preserved areas being along Chapel Street.

At present, the proposed Exchange development is only at the outline stage and final decisions regarding construction methods are dependant on the results of further surveys. Based on the available information the greatest impact upon any potential below ground archaeology is believed to be from piling associated with the support of the podium level structure, as well as any additional supports and foundations for the proposed buildings. This may need to be assessed in more detail when further plans are available.

In April 2008, Archaeo-Environment undertook an intermittent watching brief during a programme of geo-technical test pitting across the area of the planned Phase I development. A total of ten Trial Pits (TPs), to assess the depth of the building foundations, and twenty four Contamination Trial Pits (CTPs) were dug across the site. Of the latter, seven were at basement level and seventeen were at podium level, the height of the former station platform. The TPs and podium level CTPs provided some indication of the construction and form of the former station but it was the seven basement level pits which were important with regards the potential survival of archaeological remains. The depth of archaeological deposits across the site was found to be less than 1.00m in most cases. These deposits were primarily mixed demolition debris and rubble with indication of structural remains found in only one trench (CTP2). This would suggest that the site was levelled and graded prior to construction of the station. However, deeper foundations and wall footings may be preserved, especially on the east side of Greengate.

Based on the information in this document and the results of the recent archaeological watching brief it is proposed that a phase of archaeological evaluation be undertaken across the site to establish the nature and extent, date, integrity, level of preservation and relative quality of any surviving archaeological material. A programme of twenty-eight evaluation trenches has been proposed and agreed in outline with the Greater Manchester County Archaeologists. These cover all three phases of the proposed development although additional trenches may need to be considered for the western end of Phase III. These trenches are intended to target areas of specific interest highlighted in the assessment as well as a percentage of the overall site area. In addition, a programme of archaeological building recording is recommended for all those standing structures due for demolition under the current proposals. These include the buildings on the east side of Greengate and those structures associated with the former Exchange Station. In the case of both the evaluation and building recording a Written Scheme of Investigation (WSI) will need to be produced and agreed in advance with the county archaeologist. Consultation with the Salford Conservation Officer and Network Rail's Environmental Officer (owners of the site) is also highly recommended. Based on the result of the evaluation/recording stage an appropriate mitigation strategy will need to be agreed with the County Archaeologist, this may include a programme of more extensive excavation and/or watching brief and recording.

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1.0 INTRODUCTION

- 1.1 Archaeo-Environment Ltd, were commissioned by Cre8 Management Ltd on behalf of Ask Property Development Ltd, to undertake an archaeological desk based assessment for The Exchange, Greengate, Salford, Greater Manchester (centred NGR SJ 8360 9879) (Figure 1). The proposed development forms a key part of an extensive programme of regeneration across Salford's old city centre, combining residential apartments with office and retail space and integrated public access areas.
- 1.2 The purpose of this assessment is to inform the development of an appropriate strategy to mitigate against the loss of any potential archaeological resource, in accordance with conditions 14 and 19 of the Outline Planning Application, 06/53596/OUT. As such, it aims to identify any significant archaeological constraints within the area, highlight any predicted impacts and propose an appropriate programme of further evaluation and mitigation.
- 1.3 To achieve this aim, the report describes the location of the proposed development and the methodology and information sources utilised while undertaking the study. It further describes any known archaeological sites and excavations within the study area, and assesses the potential for any previously unknown or unrecorded archaeological sites to survive within the vicinity. The significance of this material is placed in context by a review of the historic development of the site based on available primary and secondary sources, including map regression. This information is then used to provide an assessment of the significance of The Exchange, Greengate and a discussion of the potential impacts of the proposed development on the site. This culminates in recommendations for appropriate mitigation strategies.
- 1.4 An earlier desk based assessment (DBA), in advance of a planning application, has already been completed by Pre-Construct Archaeology Ltd in June 2006 (Pre-Construct 2006). This provided broad coverage of a much larger area but it was felt by The Greater Manchester County Archaeologist that a more detailed account of the immediate development zone was needed to facilitate the next stage of evaluation. The University of Manchester Archaeological Unit (UMAU) has also produced a very thorough DBA covering the areas of the larger regeneration project which form part of the public realm development. The following document, therefore, aims to combine relevant material from both these earlier DBAs with new research looking specifically at The Exchange site. However, it is intended to be read as a stand-alone document and provide a baseline reference for the archaeology of the site, although due consideration and acknowledgements are made to both the earlier reports. As such, some duplication of material is unavoidable but every effort has been made to make this site specific.
- 1.5 The DBA was researched and written in January and February 2008 in accordance with the relevant guidance issued by the Institute of Field Archaeologists (2002) and the Greater Manchester Archaeological Unit (Norman Redhead, pers. com.). It covers an approximate 2 hectare study area as illustrated in figure 2, although other sites within the general vicinity are referenced where appropriate.

- 1.6 The site was visited on the 14th January 2007 by Penny Middleton of Archaeo-Environment Ltd to assess the extent of the build heritage and establish the potential for the survival of below ground archaeology. However, this did not constitute a detailed survey of the site which will need to be considered as part of the next stage of evaluation.

2.0 LOCATION, GEOLOGY AND TOPOGRAPHY

Site location

- 2.1 The proposed Greengate Exchange development is situated within the historic core of Salford, just across the river from Manchester Cathedral. The earliest maps of the old town centre show a triangular area formed by Chapel Street, Greengate and Gravel Lane, set on level ground within a bend in the River Irwell. This street pattern is still preserved in the modern street plan, although divided bilaterally in the 19th century by the railway line. The proposed development site lies on southern side of the area, along the base of the triangle (Figure 2). It is bounded to the south by Chapel Street, to the East by the River Irwell, to the north by the railway line, and to the west by Blackfriars Road.
- 2.2 It covers an area of 0.02km² (2 hectares) but is a complicated site on two levels. The upper level (the podium) originally formed the platform of the former Exchange Station and is raised approximately 9m above street level (26.80m OD) at a height of 35.70m (Figure 3). This area is reached via Cathedral approach, a bridge and viaduct over the Irwell and Chapel Street built in the 1880s to provide access to the station. It covers approximately 0.1km² (1 hectare) and is today used for car parking, the station being demolished in the 1980s. The ground floor of the site (Figure 4) comprises the Chapel Street street frontage and an extensive area of railway arches built to support the Exchange Station and raise it to the same level as the earlier LNWR railway line (built 1840). The arches also cover approximately 0.1km² of the site (correlating with the platform above) and are just below street level (27.30m). Much of this space is occupied by the masonry supporting the arches but there are areas of open space between each of the stanchions, some of which is covered with cobbled sets. Today the area is used for car parking, and there are a number of small workshops and garages using the arches along the Salford Approach.

Geology

- 2.3 The solid geology of the site consists of Permo-Triassic red mudstones, siltstones and sandstones (Bunter and New Red Sandstones) (BGS – sheet 85). The overlying drift geology of the surrounding area comprises glacial and post-glacially derived boulder clays, providing good agricultural soil (*ibid*). However, within the area of the proposed development, being within the river flood zone, the drift comprises the sands, gravels and clays of fluvial origin.

Topography and land use

- 2.4 Salford forms part of the Manchester Conurbation (EN Countryside Character Area 55

(Natural England, 21.02.08). The city is located just to the west of Manchester on a bow in the River Irwell. The area is largely surrounded by rivers, the biggest being the Mersey but also the Irwell, Irk and Medlock, Tame and Goyt. These thread through much of the urban fabric of the surrounding cities and in places are heavily industrialised and derelict, however, they also represent the largest sources of countryside within the conurbation and in areas of regeneration have provided valuable leisure and recreational facilities (*ibid*). The development overlooks a small section of the river on the east side; this is presently inaccessible, hidden behind a steep sided revetment wall.

- 2.5 The topographic advantages of the site: its defensive position surrounded by the river, the agricultural qualities of the flood plain soils, a narrowing of the river providing a crossing point to Manchester and the proximity to the Irk crossing just to the east, would have all contributed to the location of historic Salford at this point. A position which continued to prove important as the river brought trading advantages which would stimulate the industrial expansion of the 18th and 19th century. However, in recent years this location has resulted in the abandonment, neglect and gradual decay of the area. Although, only five minutes from Manchester city centre the physical boundary of the river has served to cut off Salford from the economic investment and regeneration opportunities that have revitalised its neighbour across the river.
- 2.6 Today the site is predominantly used for car parking. The podium level is a single large tarmaced area bounded by a red brick wall with cast concrete copings. This is reached via Cathedral Approach to the south or Salford Approach to the west. At Street level, four buildings survive within the development area; these are located at the junction between Chapel Street and Greengate. The rest of this area comprises waste ground and further car parking spaces. There are a further three buildings at the western end of the road, but these are not part of the ASK development. The arches, which run along the north side of the site, are in a good state of repair and used predominantly for car parking.
- 2.7 To the north of the site, on the opposite side of the railway lines, some new development is already underway, although substantial brownfield areas still survive as targets for future regeneration. The railway which marks the northern edge of the site is still run by Network Rail but there is a considerable safety buffer between the proposed development area and the live railway, although any future archaeological works should take this element into consideration.

3.0 METHODOLOGY AND INFORMATION SOURCES

Aims and objectives

- 3.1 The principal aims of this archaeological desk based assessment are:
- to identify known archaeological and other cultural heritage sites within the proposed development (the study area) as defined in figure 2.

- to identify areas with the potential to contain previously unrecorded archaeological remains
- to assess the significance of any recorded or potential archaeological remains
- to assess the effects of the proposed development upon both recorded and potential archaeological sites
- to propose appropriate mitigation measures which can be built into the development proposals to avoid, reduce or remedy any potential adverse effects identified.

Data sources

3.2 The report is based upon a review of existing available information and desk based studies. The following organisations or individuals were consulted for the archaeological assessment:

- The Greater Manchester Archaeology Unit
- Salford Archives and Local History Library
- Manchester Archives and Local Studies Library

3.3 The following data sources were utilised for the archaeological assessment:

- published and unpublished historical and archaeological studies
- historic cartographic sources
- historical photographs
- trade directories and census data

3.4 Due to the levels of research already undertaken in the area, a broad SMR and NMR survey was not included as part of the research for the current report. Instead this study aims to focus only on those sites within the immediate project boundary. This is not generally the approach that Archaeo-Environment would take in producing a DBA but given the special circumstances of this project it would seem unnecessary to re-iterate work which has already been successfully undertaken (UMAU 2006; Pre-Construct 2006). This approach was agreed in advance with the GM County Archaeologist.

Previous Work

Assessment Reports

3.5 In June 2006, Pre-Construct Archaeology Ltd submitted an archaeological desk based assessment (Pre-Construct 2006) covering both the Exchange, Greengate and the area to the north (Fielden Clegg Bradley Public Realm area). This was a broad based report in support of planning application. References have been included in the production of this current report where applicable.

3.6 In October 2006, the University of Manchester Archaeological Unit submitted a desk based

assessment dealing with the seven public realm areas. Of particular relevance to the current study was the work undertaken on Area E, which is located on the opposite side of Chapel Street from the proposed development area, on the site of the former bus station. References have been included in the production of this current report where applicable.

Excavations

- 3.7 A number of excavations have taken place recently in the area in advance of new developments (Figure 5). The results and implications of these will be discussed under each relevant section of the archaeological and historical assessment but the following is a summary of the projects undertaken.

The Salford Heritage Project: run by the Greater Manchester Archaeological Unit (GMAU), the Salford Heritage Project undertook an excavation at the northern tip of the triangle at the centre of the town's historic core. The results of this work were not fully published but a summary does appear as Appendix 1 in the UMAU DBA (UMAU 2006 73-77). The excavation area lay to the north of the proposed development area, on the other side of the railway track. Two rock cut cellars were found at the site, one within the footprint of the Bull's Head, a medieval Inn.

Greengate Junction: The University of Manchester Archaeological Unit undertook an archaeological evaluation of land at the junction of Greengate and Gravel Lane in 2004-5 (UMAU 2005). The excavations here revealed some evidence of 13th century occupation but nothing substantial from later periods until the mass development of the area in the 19th century for workers housing. Much of the archaeology was destroyed by the construction of the rubber works in the early 20th century.

Rylands, Blackfriar's Road: the University of Manchester undertook an evaluation and excavation of a large area of land on the east side of Blackfriars Road (UMAU 2006). This lay to the north-west of the proposed development area, on the north side of the railway track. Initially 18 evaluation trenches were excavated in which industrial archaeological deposits of high local and regional significance were found, including the remains of an 1820s beam engine and 18th century worker's housing. As a consequence, two open area excavations were undertaken between March and May 2005.

Greengate Towers: in December 2005 Oxford Archaeology North (OAN) undertook an archaeological evaluation of a large, roughly rectangular area on the east side of Greengate (OAN 2007). This was located to the north-east of the proposed development area, on the opposite side of the railway track. This lay at the northern end of Greengate, adjacent to the former medieval market place. A total of 8 evaluation trenches were dug across site in four sub-areas (labelled A-D). Four of the trenches in Area A included significant archaeological deposits dating to the 12th/13th century, the 17th century and later 18th and 19th century deposits; this led to a targeted open area excavation in this section. There were no significant finds in the 3 other areas.

Chapel Wharf: This site lies to the south-west of the proposed development site, along Clowes Street, on one of the linear plots of land leading off from Chapel Street to the river Irwell. The University of Manchester Archaeological Unit undertook a DBA and archaeological evaluation here in 2005. The assessment identified the possible remains of an 18th century Twist Mill and associated worker's housing. The results of the excavation are not yet available.

4.0 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

4.1 Cultural heritage sites

- 4.1.1 This section looks at the archaeological and historical background of the proposed development area to identify, and ascertain the potential survival of any above or below ground archaeology, including standing buildings. It concentrates on the development site itself and its immediate surroundings, although the earlier material, where evidence is more sparse, covers a wider geographic area. The information comes from those sources detailed in section 3.0. Map regression has been particularly important given the multiple layers of use and occupancy over the site's history and there is good cartographic evidence for the development of Salford dating back to the 17th century.
- 4.1.2 Each of the sites within the proposed development area is discussed in sequence as they appear in the chronological summary; they are also detailed in the gazetteer at the end of the section and illustrated on Figure 6.
- 4.1.3 A total of forty-seven were identified across study area, twenty-seven these lay within the immediate boundary of the proposed development site.
- 4.1.4 There are no Scheduled Monuments (SMs), Registered Parks and Gardens or Battlefield Sites recorded within the study area.
- 4.1.5 The Cathedral Conservation Area clips the south-eastern corner of the site (Figure 6). This section of the site does not include any extant structures except for the remains of the Exchange Station platform (now a car park). The Flat Iron Conservation area lies to the west of the site, the eastern boundary of the area running along Blackfriars Road. This is outside the immediate boundary of the development zone and no impact is anticipated.
- 4.1.6 There is one Listed Building within the immediate boundary of the development site; this is the Victorian Viaduct and retaining walls over Greengate (Grade II). The Chapel Street Police Station (Grade II) lies at the south-western end of the study area but is outside the proposed development zone, as is Victoria Bridge (Grade II) which lies to the south.

4.1.7 **Table 1: List of cultural heritage sites**

(AP= anticipated preservation)

Site No	Description	Period	In Dev. Area	Phase I	Phase II	Phase III	AP	Cellar	Grade
1	Salford Ford	Early med?	No				Poor/mod		2/3
2	Salford Hall	Early med?	No				Mod		2/3
3	Chapel Street	Medieval	No				Good/mod		2/3
4	Greengate	Medieval	Possibly	X			Var		2/3
5	Gravel Lane	Medieval	No				Var		2/3
6	Historic Core	Medieval	Yes	X	X	X	Var		2/3
7	Greengate Market	Medieval	No				Good		2/3
8	Salford Bridge	Medieval	No				Poor		2/3
9	Market Place	Medieval	No				Poor/mod		2.3
10	The King's Head Inn	Med/Post med	Yes		X?	X	Good	Yes	2/3
11	Courtyard Building	Med/Post med	Yes	X			Poor	Yes?	2/3
12	Later Courtyard Building	16 th century?	Yes	X			Poor	Yes	3
13	Hardy's Buildings	18 th century	Yes			X	Poor/mod		2/3
14	Nightingale Court	18th century	Partially			X	Poor	Yes	3
15	New Cloth Hall	18th century	Yes	X			Poor		2/3
16	B & H Brewery	18th century	Yes	X			Poor/mod		2/3
17	The Spread Eagle	18th century	Yes	X	X		Good/mod	Yes	2/3
18	The Clockmaker's Arms	18th century	Yes	X			Good/mod	Yes	3
19	The Volunteer Inn	18th century	Yes			X	Good/mod	Yes	3
20	The Black Swan	18th century	No				Poor	Yes	3
21	The White Lion	18th century	No				Poor		3
22	The Angel	18th century	Yes	X			Poor	Yes	3
23	Victoria Bridge	19th century	No				Good		LB II
24	Workers Housing	19th century	Yes	X			Poor		3
25	2 nd Cloth Hall	19th century	Yes	X			Mod/poor		2/3
26	3 rd Cloth Hall	19th century	No				Mod	Yes	2/3
27	LNWR Railway Line	19th century	No				Good		2/3
28	Engine Houses	19th century	No				Mod/Poor		2/3
29	Cotton Mill	19th century	Yes	X			Poor/mod		2/3
30	Dye Works	19th century	Yes	X			Poor/mod		2/3
31	Horse Bazaar	19th century	Yes	X			Poor/Mod		3
32	Iron Works	19th century	No				Poor/mod		2/3
33	Polytechnic	19th century	Yes	X			Poor/mod	Yes	2/3

	Tavern								
34	The Running Horse	19th century	Yes	X			Poor		3
35	The Railway	19th century	Yes	X			Poor	Yes	3
36	The Exchange Station	19th century	Yes	X		X	Good		2/3
37	Station Offices	19th century	Yes	X			Poor/mod		2/3
38	Iron Bridge	19th century	Yes	X?			Good		2/3
39	Railway Viaduct	19 th century	Yes	X?			Good		LBII
40	Building Group	18 th /19 th century	Yes	X			Good		3
41	The Canterbury Hotel	19 th century	Yes	X			Good	Yes	2/3
42	Iron Foundry	19 th century	Yes	X	X		Mod		2/3
43	Salford Dining Rooms	19 th century	Yes			X	Mod	Yes	3
44	Royal Commercial Hotel	19 th century	No				Good	Yes	2/3
45	Police Station	19 th century	No				Good		LBII
46	The Salford Chronicle?	20 th century	No				Good	Yes	3
47	Salford Bus Station	20 th century	No				Good		2/3

4.2 Historic background

Prehistoric

- 4.2.1 There are no recorded archaeological sites or finds of prehistoric date within the study area, and until recently there was very little recorded material dating to this period found across the Greater Manchester region (GMAU 1994). Intensive urbanisation and industrial development within the central conurbation has severely limited the potential survival of material. Where evidence of prehistoric activity does survive it is largely restricted to the surrounding high ground including a possible Upper Palaeolithic site on the Cheshire Ridge at Beeston Castle (*ibid*, 4). Localised collections of flint scatters founds across the Pennine moors have indicated that Mesolithic settlement in the area was actually much more extensive than previously believed with established trade links as far away as the Yorkshire Wolds and Lincolnshire (Redhead 1994, 12). A handful of Mesolithic settlement sites have also been excavated included Greasby on the Wirral and a possible temporary camp identified at Mellor, Stockport (GMAU 1999, 4).
- 4.2.2 Evidence for Neolithic occupation in the North West shows a protracted transition from a hunter-gatherer society to a more sedentary farming based way of life; the earliest attested evidence of grain being dated to the mid to late 4th millennium (GMAU 1999, 5). Recognisable farmsteads have been excavated at Tatton Park in north Cheshire, and at Lismore Fields in Derbyshire, with further evidence of settlement identified at Oversley Farm

in Cheshire (Garner 2007). Isolated finds have been found all along the Irwell and Roch valleys, and at Preswich Golf Course a possible hunting site was excavated which produced a quantity of Late Neolithic and Early Bronze Age flints. Tools are also known from Kerssall Moor (SMR 233) and Radcliffe E's (*ibid*). Closer to Salford, a worked flint core is known from the gravel terraces at Ordsall Lane (SMR 537) and a scraper from Lower Broughton (SMR 529).

4.2.3 New evidence for Bronze Age settlement in the area has emerged after excavations at Oversley Farm in Cheshire in advance of Manchester Airport's Second Runway. Here, a long-lived farmstead site was uncovered which represents the most extensive and significant early Bronze Age settlement recorded in the North West (Garner 2007). Within the wider vicinity of Salford, there is evidence of a ditched enclosure settlement near Glazebrook, and across the river at Castlesteads and Great Woollen Hall (GMAU 1999; Redhead 1999). Evidence from settlement sites like this, when correlated with funeral monuments, of which at least 20 are known from the Greater Manchester region (Tanner, 1989), are beginning to highlight concentrated areas of late Neolithic/Bronze Age settlement all along the Irwell and the Roch valleys (*ibid*).

4.2.4 Sites from the North West, and across the rest of the country, have contributed to the considerable body of evidence which now exists to indicate the increase potential of prehistoric settlement and activity on the light, well-drained sands and gravels close to rivers and water courses; particularly at the confluence points (Kidd 2004, UMAU 2006). This includes isolated finds washed down by the river as well as settlement evidence preserved under alluvial deposits. To date, any evidence of prehistoric activity close to the Exchange site has been found on the opposite bank of the river, at the confluence of the Irwell and Irk, in the area of Cheetham School and the Cathedral (UMAU 2006, 12). This may be due partly to contributory factors of the period but also to intensive industrial development in the 18th and 19th century which may have destroyed any surviving material. Changes in the watercourse or buried paleochannels could still potentially be preserved and contain valuable paleoenvironmental evidence. However, in reality the survival of such material, given the nature of the later development of the site, is perceived to be **low**.

Iron Age and Romano-British

4.2.5 A limited number of Roman pottery sherds have been recovered from recent excavations in the vicinity indicating the presence of some Romano-British activity in the area, but no in-situ features have been identified. The Salford Heritage Project (GMAU) excavations in 1986 produced only 2 sherds of pottery from the fill of 19th century drains (UMAU 2006), and the OA North excavations at Greengate Towers in 2005 produced one sherd of mid 2nd century pottery from a later pit (OAN 2007); in both cases the material is likely to be residual.

4.2.6 The Irwell valley was probably already extensively settled by the time the Romans first entered the North West in the early to mid AD 70s, following the defeat of Brigantes by Agricola (GMAU 1999, 7). The Roman fort of *Mamucium* was soon constructed at Castlefield, overlooking the confluence of the Medlock and Irwell, to the south of the modern city centre. Extending north from the fort, along the line of Deansgate, was an extensive

vicus, a substantial civilian settlement, which prospered on trading with the military and on the wider opportunities offered by the expanding Roman road network.

- 4.2.7 The fort at *Mamucium* became the hub of a regional transport network which extended across the North West from the late 1st century AD. The main military supply road, Watling Street, ran north from the fort linking it with that at Ribchester (*Bremetenacum Veteranorum*) and from there onto Carlisle (*Luguvalium*). The road cut through the Irwell valley south-east to north-west through Prestwich, Whitefield, Radcliffe, Ainsworth, Tottington and Affetside (Margary 1973), crossing the River Irk, just west of the proposed development area, close to Manchester Cathedral. However, there is currently no evidence of a Roman crossing over the Irwell at Salford, although it is possible that there may have been a precursor to the medieval ford just east of the old Salford Bridge. It has been suggested that there was a Roman crossing from Hulme to Salford at Woden's Ford, close to the modern Princes Bridge (Vigeon 1974, 2). This was associated with a secondary road running from Knott Mill to Wigan, but this lies over 2km north-west of the study area.
- 4.2.8 Considerable evidence of Roman activity, associated with the *vicus*, has been found across the river at Manchester. The remains of numerous buildings, industrial workings, hearths, pits and furnaces have been excavated (Grealey & Jones 1974) but on the Salford side of the river the lack of Roman material is conspicuous by its absence. This raises the question of why there is such an apparent shift of focus some 500 years later during the medieval period. However, based on those findings within close proximity to the site, the potential for Iron Age or Romano-British archaeology is thought to be **low**.

Early medieval

- 4.2.9 There is no evidence of early medieval activity on, or within the vicinity of, the study area. In general, material from this period is rare across the Greater Manchester region with very few excavations having produced evidence of pre-Conquest settlement (GMAU 1999). Consequently, much of the evidence for this period is based on isolated findspots, although excavations on the northern defences of the Roman fort at Manchester has produced some evidence to suggest a post Roman community sheltering in the lee of the fort (Holdsworth 1983).
- 4.2.10 Despite the absence of physical evidence there is considerable documentary material which would indicate that Salford was already a well established royal manor on the eve of the Norman Conquest. The name itself is Old English in origin, first appearing in Domesday as *Sanford* (1086) and later as *Salford* (1229) and *Saltford* (1291). It is probably derived from the Old English word *salh* meaning 'willow', or possibly *salt*-ford (Mills 2003, 405). This presumably refers to the crossing point over the Irwell just upstream of the old Salford Bridge at the junction of Greengate and Chapel Street, to the south-east of the proposed development area **(1)**.
- 4.2.11 Between the 5th and the 9th centuries Salford, like Manchester, formed part of the disputed territory '*between the Ribble and the Mersey*' fought over by the two Kingdoms of Northumbria and Mercia. In the late 9th century the situation was intensified by the arrival of

the Danes, who in alliance with the Northumbrians established Danelaw across the region. In 909, the West Saxon King, Edward the Elder sent an army to confront the Northumbrian army and in the following year the combined Mercian and West Saxon forces defeated the Northumbrian army at the Battle of Tettenhall. Following the victory, Edward established the southern boundary with Northumbria at the River Ribble, with all the lands south of the Ribble, up to the River Mersey, held in Royal demense belonging to the King (North East England History, 27.06.07).

- 4.2.12 The land was divided into six 'wapentakes' (Scand/Northumbria) or 'hundreds' (Mercian). The area to the south-east becoming the Hundred of Salford, containing the 9 parishes of Manchester, Eccles, Deane, Flixton, Ashton-under-Lyne, Radcliffe, Prestwich, Middleton and Bolton, as well as parts of Bury and Rochdale (Farrer & Brownbill 1911). Ecclesiastically the whole area was under the jurisdiction of the Mercian diocese of Lichfield, and remained so until 1541 when it was subdivided and the see of Chester created (*ibid*). The royal manor of Salford was the administrative centre of the hundred and was held directly by the king. It included the township of Salford, which was part of the ecclesiastical parish of Manchester, served by St. Mary's, later to become Manchester Cathedral (Vigeon 1974).

- 4.2.13 In the 11th century, prior to the Conquest, the manor of Salford was held by King Edward the Confessor. It is assessed in the Domesday survey as '*3 hides and 12 plough-lands, waste, and a forest of 3 leagues square, containing heys and eyries of hawks*' (Farrer & Brownbill 1911, 171), which is much larger than the later township. The rest of the hundred was divided into 21 berewicks, held by as many thegns, and assessed as 11.5 hides and 10.5 plough lands with extensive woodland (*ibid*). The Domesday survey often provides details of buildings, markets, churches mills etc. but the absence of this type of detail for Salford does not mean that a pre-conquest settlement did not exist, but might be attributable to the fact that this was already a royal demense and hence not prone to the same form of taxation.

- 4.2.14 The Domesday entry makes no direct reference to a royal hall at Salford, but such a building would have been implicit in the administration of a medieval manor, often serving as a court house and the central focus for feudal control. Arrowsmith has argued there may have been a royal hall on the site of the later Salford Hall (2) which stood at the junction of Greengate and Chapel Street, on the opposite side of the road from the proposed development area (UMAU 2006, 31).

- 4.2.15 There is, therefore, considerable documentary evidence for an early medieval settlement at Salford but, given the amount of later development on the site, the potential survival of early medieval material is believed to be **low**. No early medieval deposits have been identified at any of the other excavations in the immediate area.

Medieval to early 18th century

- 4.2.16 Following the Norman Conquest, the manor of Salford continued to be held as a demesne under the lordship of the hundred of Salford, which, along with land to the north of the Ribble, formed the basis of the Honour of Lancaster, and by the end of the 12th century the

County of Lancaster (Vigeon 1974; Farrer & Brownbill). Control of this land held enormous political advantage, encompassing as it did the north western extremes of the kingdom far away from the king's administrative centre in London. As such, control of the region remained with the king although held intermittently by men supposedly loyal to the Crown.

- 4.2.17 In 1074, Roger de Poitou was granted the honour of Lancaster, including the entire Salford Hundred. He retained the manor as demesne, while creating the Barony of Manchester as a subordinate manor held by the Grelley family (UMAU 2006, 6; Pre-Construct 2006, 19). In 1102, Roger de Poitou formed part of the ill fated rebellion against the King Henry 1 and forfeited all his lands in England. For the next 200 years the demesne land passed from the Crown to various lords before finally being granted to Henry Bolingbroke who ascended the throne in 1399. Since then Salford has continued to been held by the Crown as a royal manor within the Duchy of Lancaster (Vigeon 1974, 3).

Foundation of the town

- 4.2.18 By the early 13th century Salford was already established as a thriving settlement. In 1228 it was granted a market charter by Henry III to hold a market every Wednesday and an annual fair on the eve, day and morrow of the Nativity of St Mary (7-9th September) (Vigeon 1974, 4). By 1322 the market day had been changed to Monday and the fairs reduced to two, held on Whit Monday and on the feast of St Leonard (6-7 November). The latter continued to be held until the late 19th century; known as the 'Dirt fair' it was eventually abolished due to complaints from local residence (*ibid*).
- 4.2.19 Two years later, in 1230, Salford was granted its borough charter by Ranulf de Blundeville, Earl of Chester, who temporarily held the Honour of Lancaster from the Crown. Under the terms of the charter each burgess might hold one acre of land for an annual rent of 12d. On payment of 4d he could sell his land to another, but preference was always to be given to his heirs and the land was not to be sold to the church. On the death of a burgess his heir paid a relief to the Earl in the form of arms. Each burgess had the right to common pasture in wood, plain and meadow belonging to the town and to free pannage. They were also entitled to take any wood they needed for building and burning from the forest, but the Earl did retain the right for all bread for sale to be baked at his bakehouse and to levee the traditional fee of every twelfth bushel of grain for use of the lord's mill, despite the fact that no mill is known from Salford until 1317 (Vigeon 1974).
- 4.2.20 To increase trade in the town, the Earl conferred certain privileges on the burgesses through the charter, including exception from the payment of tolls at markets and fairs. The town was also granted the right to elect its own Reeve and other officials and to hold its own Portmote (borough court) at which each burgess had the right to trial by his peers. The proceedings of the portmote, which met semiannually, provide valuable information on the early development of the town. A number of trades are mentioned particularly those associated with the budding textile industry including weavers, whitsters (bleachers), dyers and clothworkers. There are also references to coal being imported into the town with the mention of a number of colliers, as well as other trades commonly found in a pre-industrial town including lawyers, priests, alehouse keepers, carpenters, joiners, surgeons, bakers,

schoolmasters, brewers, millers, yeomen and herdsman (Vigeon 1974, 8). By implication, there would have been specific premises for many of these trades and the records include numerous references to shops, bakers and alehouses (*ibid*).

- 4.2.21 These references provide some indication of the population and the density of buildings within the town in the late medieval period. In Salford, like in many towns, street frontage would have been at a premium with the majority of properties extending back from the main road in narrow burgage plots with small paddocks and gardens to the rear. This pattern can be seen in the earliest map of the town believed to be made c.1650 (Figure 7).
- 4.2.22 Although dated to the mid 17th century, this map clearly shows the medieval origin of Salford's street pattern and layout which may have changed little since the 13th century. The settlement was focused along two principal streets; Chapel Street **(3)** and Greengate **(4)**. Chapel Street, ran east to west along the course of the Irwell, terminating just east of the Salford Bridge and Greengate. Known variously as 'Seargent Street' (as on the c.1650 map) and 'Salford Front' it was probably known as Lower Gate in the medieval period, receiving its present name by 1780s (UMAU 2006, 14). Greengate, which runs north-west from Salford Bridge, is first documented in 1536 (*ibid*), although it appears as 'Back Salford' on some early maps (Casson & Berry 1741). A third thoroughfare, Gravel Lane **(5)**, which in 1650 was little more than a track, ran north-east from the western end of Chapel Street to connect with Greengate at the medieval market place. This triangular arrangement of streets formed the historic core of the medieval town of Salford **(6)** and is still preserved in the layout of modern road system today, despite extensive redevelopment the 19th and 20th centuries (Figure 6).
- 4.2.23 The map shows the medieval layout of the town with buildings along both sides of the two main streets, and isolated property blocks along Gravel Lane. At the end of each leg of the triangle was a key focal point. At the north end of Greengate (outside the proposed development area) was the Market Place **(7)**. This was located in a sub-rectangular space formed by a distinct dog-leg on the right side of Greengate, a feature still preserved in the modern street plan (UMAU 2006, 18). The market place included the Court House and the Market Cross both of which stood on the site until the 1820s.
- 4.2.24 At the other end of Greengate, at the junction with Chapel Street, was Salford Bridge **(8)**, documented as being in existence by 1226 (UMAU 1996, 28). At this time the bridge was probably built of timber, but by 1323 it was rebuilt in stone, incorporating 3 arches across the span of the river and a bridge chapel, later used as the town gaol (*ibid*). Both were dismantled in 1837 when the present Victoria Bridge was constructed. Any remains associated with the bridge lie within the extent of the present bridge and are outside the proposed development area.
- 4.2.25 Just to the east of Salford Bridge the c.1650 map shows a break in the line of houses at the southern end of Greengate, this indicates the location of the ford crossing **(1)**. It has been argued that this was the original crossing point of the river – the Sal 'ford'- and predates the later Bridge (UMAU 1986, 30).

- 4.2.26 At the western end of Chapel Street is Holy Trinity Church, not built until 1635. Prior to this Salford never had a parish church but instead formed part of the parish of St. Mary's, Manchester Cathedral. To the east of Holy Trinity, the c.1650 map shows a distinct kink in the road which might indicate another market place **(9)**, possibly pre-dating that at Greengate. Arrowsmith has suggested that prior to the construction of Holy Trinity church the junction formed by Chapel Street (Sergeant Street) and Gravel Lane might have been the prime market place (UMAU 2006, 14). This would seem a likelier location than Greengate given its position on the main thoroughfare and its proximity to Salford Hall. He goes on to argue that Gravel Lane may have developed in the early 17th century to channel traffic north-eastward from Chapel Street to the new market place following the construction of the church. The c.1650 map shows this transition already well advanced but there is still clearly much less development along Gravel Lane than elsewhere.
- 4.2.27 Salford received its market and borough charters some years in advance of other towns in the hundred including Manchester which did not receive its charter until 1282. However, it is not immediately evident to what extent the town received a charter because it was already established as a local market centre or whether it was largely created at this time to provide new revenue for the Earl. Elsewhere in the country there are examples of new market charters being granted to raise revenue for the manorial lord. In Durham, in the later 12th century Bishop Pudsey (1153 – 1195) constructed a new bridge across the Wear to facilitate access to his new market in the free borough of Elvet.
- 4.2.28 If Salford was a created market town then it might have considerable implications on both the size of the pre-1230 settlement and on the layout of the subsequent town. Given that Salford was also the head of the royal manor, its distinctive medieval layout may be the result of formal planning. The settlement is laid out along the two main streets, Chapel Street and Greengate, both leading down to Salford Bridge, the main medieval crossing point. The earliest documentary evidence for Salford Bridge is 1226, just two years before the market charter. However, equally the settlement may also have grown up organically around these two communication links, although a more piecemeal, nucleated settlement might be expected if this was the case.
- 4.2.29 To the north-west and east of the settlement, the c.1650 map shows the remains of the medieval strip fields and surrounding common land, mentioned in the terms of the borough charter. This field pattern remains relatively unaltered until the late 18th century. However, there also appears to be two parterre gardens; one to the south of Chapel Street and the other to the rear of the burgage plots at the junction of Greengate and Chapel Street. These seem slightly incongruous in a medieval market town. The first appears to be part of a series of formal terraces shown on the river bank, possibly associated with Salford Hall **(2)**, owned by the Byroms. The second seems rather out of place amongst the back plots and market gardens but could indicate the location of another Hall in the vicinity, possibly a Baliff's or Reeves residence.
- 4.2.30 Although the population of the 13th century settlement is unknown, by the mid 14th century a survey of the lands of the Duchy of Lancaster (1346) shows that there were 129^{1/3} burgages in the borough of Salford. These were held by 52 individuals suggesting a population

somewhere in the region of 200 to 300 (UMAU 2006, 13). This compares with the whole population of the 8 parishes of the hundred at the time of the Domesday Book which was estimated to be about 3,000 (Vigeon 1974, 17). At the time of the c.1650 map the estimated population of the town was some 550 people, this is based on the 1666 Hearth Tax returns which indicate that there were 115 householders in Salford accounting for 312 hearths. This compares with an estimated population for Manchester of 3600 (*ibid*).

- 4.2.31 Casson and Berry's map of 1741 (Figure 8), which includes an inset of the earlier c.1650 map, is the first to clearly show each of the individual burgage plot boundaries within the town. By this period a number of the plots have been amalgamated together but still a surprising number remain unaltered. The average size of a medieval burgage plot in Salford was approximately 6-10m wide and up to 90m in length (Redhead nd). Boundary ditches associated with these plots have been identified during archaeological excavations in the surrounding area (UMAU 2006, UMAU 2005, OAN 2007).
- 4.2.32 What is immediately apparent from the Casson & Berry map is the contrast between the layout of Manchester and Salford. The centre of Salford is very clearly defined with burgage plots extending out along the main streets and down to the river bank to the south and east of the settlement. To the west the arrangement of the old strip field system is still clearly visible, and much of the later development of the town reflects the pattern on this layout. In contrast, Manchester shows a much more piecemeal and haphazard development. There is also a marked lack of encroachment within the Salford town centre, given that the map dates to the early 17th century. This might reflect a rigid system of administrative control operating to minimise the inherent urban problems of poor ventilation, sanitation, and fire. The latter had swept through Manchester in 1615 destroying large areas of the town. It could also be attributed to the much smaller population of Salford compared with that of Manchester, and perhaps a more stationary one, in contrast with the more shifting populace found in the larger town. It might partially reflect the prosperity of the town, which retained its status as a royal manor; or at the other extreme its failure, although this is not borne out by the documentary record. Whatever the reason, there seems to be a marked absence of piecemeal development in the town until the later industrial expansion of the late 18th century.
- 4.2.33 The 1741 map shows little change from 1650 except for the digging of new garden plots at the rear of the main streets, presumably to provide for an increased population and to sell at the market. The garden plots also extended along the river bank in the area of the old formal terraces, and extend west along the lines of the former strip fields. Indeed, the expansion of plots seems so extensive in this period that it is possible that some may in fact represent tenters rather than gardens, associated with the expanding textile industry in the town.

Medieval and pre-Industrial urban housing

- 4.2.34 The engraving at the base of the Casson & Berry map (Figure 9), and an later engraving reputedly dated to c.1761 (although not appearing in print until 1893) (Figure 10) both provide some indication of the nature and form of housing within central Salford immediately prior to late 18th century industrial expansion. Hill's pictorial map, dated 1740 (Figure 11),

although not particularly accurate, similarly provides some idea of the style of buildings in the town and shows a concentration of housing along all three of the main streets.

- 4.2.35 The development of medieval urban housing in towns like Salford was predominantly governed by two major factors; the availability of land and the shifting nature of the urban population. As a town increased in size, so space became a premium, especially anything with a street frontage which was in considerable demand by shop owners and tradesmen alike (Quiney 1995, 127). Buildings, therefore, were often crammed together, commonly running backwards away from the main street, with long rear ranges extending out to a back lane. Hills map (Figure 11) shows a large number of these gable end houses, particularly along Gravel Lane, the last of the streets to be developed. These are not so apparent in c.1650 and 1741 plans of the town, but this may be due to the style and scale of the mapping.
- 4.2.36 The majority of the medieval and immediately post medieval buildings of Salford would have been timber framed; stone and brick not really being prevalent until the 16th and 17th centuries. However, the timber frames were generally set on pad stones or a stone foundation course (stylobate) to prevent the structure rotting. Evidence of these foundations have been found in urban excavations in medieval towns like Worcester, York and Canterbury (CAT, 20.02.07; WAS, 20.02.07).
- 4.2.37 A considerable number of these buildings were known to have survived into the 19th century and early 20th century. Early photographs of the area feature obvious timber frame buildings like the Bull Inn, at the north end of Greengate (Figure 12), The Fisherman's Hut (Salford Hall) on Chapel Street (Figure 13) and The Jolly Carter on Gravel Lane. A number of other early photographs feature buildings with stepped fronts (concealing hidden jetties) and a steep roof pitch, tell-tale signs of a concealed timber frame behind a later brick or stone façade.
- 4.2.38 To maximise the available space in an urban setting, buildings were often two, or sometimes three, storeys high. The upper stories were jettied out, overhanging the street below. Ground plans of these buildings vary considerably but at their most basic include three basic elements: a shop (with chamber above), hall and service room (with chamber above). Other rooms might be extended out to the rear of a property, although this carried with it inherent problems of light and ventilation. Ancillary buildings, including kitchens, might be built away from the main structure at the back of the burgage plot.
- 4.2.39 Later, with the introduction of enclosed hearths, double pile buildings became more popular. These were two rooms deep, maximising the premium street frontage space while still providing light to the rooms at the rear of the building. Another particularly urban phenomenon was the medieval terrace, built by speculators and often associated with the church. These were modest properties built for craftsmen and traders, which incorporated a shop with chamber above and narrow hall to the rear (Quinney 1990, 146). There is evidence of these in a number of medieval towns, including York where a row of medieval terraces are still preserved along Stonegate.

- 4.2.40 As well as building upwards, another response to the problems of space was to build downwards in the construction of extensive cellars or undercrofts. These were a specifically urban feature and found extensively in town centres across the country from the 11th century onwards. Although often associated with inns they were too widespread in towns like nearby Chester, to be solely associated with taverns but were used as shops, workshops and storage areas. Frequently undercrofts were let separately from the main building, so doubling the income of a single property, and were commonly built with their own entrances at street level. They were predominantly constructed of stone, measuring some 15m by 6m and dug in over 2m into the ground (Quinney 1995, 127). In a number of cases they have been found to incorporate fireplaces and feature fine vaulted roofs (Tackley Inn, Oxford). In addition to the extra space they also provided a good foundation and damp course for the timber framed building above.
- 4.2.41 Being constructed of stone, undercrofts were more resilient than the timber framed buildings above and have been re-used in the construction of later town housing. The 1849 1st edition Ordnance survey map (scale 1:500) of Salford is annotated to show buildings with cellars in the town. One or two of these cellared buildings are known to be at least 16th century in origin, if not earlier including the King's Head Inn **(10)** (Chapel Street) and The Bull's Head (Greengate). It is likely that some of the cellars associated with properties along the three main medieval streets, including Chapel Street are medieval in origin. However, it should also be noted that undercrofts were much less common in areas prone to flooding such as York and Hull, and the proximity of Salford to the Irwell and Irk flood plain may have made have made their use impractical until the later improvements to the river wall.
- 4.2.42 Based on the cartographic evidence and on parallels with other medieval towns of a similar size, including Chester, York and Manchester, it is likely that a number of these pre-industrial building forms existed in Salford. The potential for the preservation of related archaeology along the north side of Chapel Street and at the junction with Greengate is, therefore, considered to be high. However, in many cases, prolonged use and rebuilding in the area may have obliterated much earlier evidence but there are key buildings which continue in their pre-industrial form through to the early 20th century

The Kings Head

- 4.2.43 The King's Head Inn **(10)** appears on both the c.1650 and 1741 maps of Salford as a linear range on the north side of Chapel Street, opposite Salford Hall (Figures 7 and 8). The hostelry was already well established by 1664 when the antiquarian, Sir William Dugdale stayed there while researching his book on the Baronage of England (Richardson 2003, 4). The earliest recorded licensee of the inn was Thomas Gee, who held the property in the 1670s. However, reference to the Gee family in the lists of alehouse keepers of Salford date back to at least the 1590s. In 1665 the inn became the temporary home of the portmote whilst a new court house was being built in the market place. It was, therefore, almost certainly already a substantial, and prestigious, building by this time.
- 4.2.44 Advertisements for the inn from the 19th century show a jettied two-storey, timber framed coaching inn, which still preserved many of the classic features of a medieval urban

building, although much altered (Richardson 2003, 4). The front of the building was divided into five shops, with cottages, a coach house and other buildings extending out to the rear, including stabling for over 100 horses (*ibid*). The 1849 1st edition Ordnance survey map (scale 1:500) clearly shows the building as having a cellar with two entrances. This would be expected given the function of the building, but it might mean that the property incorporated an earlier medieval undercroft with two street entrances.

- 4.2.45 The King's Head remained a significant building in Salford's townscape until the 1940s when it was demolished, possibly due to bomb damage. In the late 18th century the London Stage ran from the inn and it was Manchester's chief posting house (*ibid*). It is reputed that the first Masonic Lodge meetings recorded in Lancashire were held there in 1727, and in 1734 it became one of only four Lodges within the Masonic Province of Lancashire (Famous Women, 07.02.08). In 1759 The Lodge of Unanimity held meetings at the Kings Head after moving from St Ann's Square in Manchester. They returned back over the river to Crompton Coffee House in 1763 (LMFM GBR 1991 AR/334).

- 4.2.46 In the latter part of the 18th century the inn was licensed to John Raffald whose wife, Elizabeth was a renowned local businesswoman and writer. The couple had moved to Salford in 1763, where Elizabeth ran a confectioner's shop, and later took over the Bull's Head and then the King's Head, noted at the time as a '*superior hotel*' (Famous Women, 07.02.08). An experienced housekeeper, having spent much of her early life in service at Arley Hall Cheshire, Elizabeth turned the King's Head into the gastro pub of its day. She developed her culinary skills and in 1769 published "The Experienced English Housekeeper", the first English cookery book. It was an instant success and was reprinted several times, making its author a very wealthy woman. She eventually sold the rights to the book to a London publishing firm for £600; a considerable sum in the late 18th century (*ibid*).

- 4.2.47 Raffald was also a philanthropist and seen locally as a great benefactor. She opened the first Manchester Registry for Servants to ensure conditions for the benefit of both servants and employees; this was some fifty years before the John Ryland registry (Jeremy 1998). She also ran a training school for young ladies and gave generously to the poor of Salford providing them with food, clothing and simple medicines. In 1772 she wrote the first "Directory of Manchester" an important document detailing trades operating in Salford and Manchester in the late 18th century (Raffald 1772).

- 4.2.48 By the mid 19th century the Old King's Head as it was then called, was licensed to William and Elizabeth Astley (Richardson 2003, 5). On the sale of the property in October 1867 the premises was described as 'very commodious' and '*well adapted for doing large and profitable business*' (*ibid*). In the 1880s the pub was run by Elizabeth and Martha Hulme but the business was failing and the property was bought up by the London & North Western Railway in advance of the construction of Exchange Station. Most of the Kings Head Yard disappeared under the new platform but the pub continued for a few more years while a dispute about the license of property continued. Eventually in 1895 the license was transferred to the new Salisbury Hotel. The building itself stood for another 40 years as a lodging house before being demolished in the 1940s.

Courtyard Buildings

- 4.2.49 Another very distinctive building **(11)** to survive from the 1650s to 1741 is located on the east side of Greengate, close to the earlier ford crossing. This appears to be a large courtyard building with the interior divided off into three plots in 1741. Medieval and immediately post-medieval buildings were often constructed around a central courtyard to minimise the inherent problems of poor light and ventilation encountered when extending out to the rear of a front plot. This type of layout was often, but not exclusively, associated with coaching inns and the proximity of the building to Salford Bridge may mean that this was the case in this instance. However, the structure is very large, and appears to be made up of a number of individual properties, possibly associated with a particular craft or trade guild. At the end of the 18th century the Salford Cloth Hall, marked the 'New Cloth Hall' on Greens 1787 map, is constructed just to the west of the complex. This might suggest that the earlier structure was a precursor to this later building in some form, possibly the first Cloth Market. However, there is currently no documentary evidence to support this.
- 4.2.50 On the opposite side of Greengate a second courtyard building **(12)** is shown on the 1741 map. This building appears to be an extension of an earlier building shown on the c.1650 map. The structure is shown on the 1787 map and on Bancks's 1831 map, at which time it is annotated 'Bell Gates', a name that appears later on the first edition OS map associated with an area of workers' housing. It is unclear what function the courtyard building had, it may have been an inn, housing or a collection of workshops associated with a single trade, possibly textile production. The fact that it is later remembered in the name of the housing area would indicate that it is likely to have been an inn.

The Civil War

- 4.2.51 The c.1650 map of Salford supposedly dates to a period just after the civil war, but it shows no sign of obvious town defences (Figure 7). There is to date no known evidence of civil war fortifications in Salford (Norman Redhead, pers.com), although the town did see considerable action during the conflict. Across the river, Manchester was one of the only towns in Lancashire to support Parliament against the King. In September 1642, Lord Strange led between 3,000 and 4,000 Royalist troops, with several pieces of cannon, across Salford Bridge into Manchester to take the town. However, he was forced to fall back to Salford and lay siege on the town from there; the first siege of the war. Strange abandoned the siege in October and Manchester remained a Parliamentary stronghold throughout the rest of the conflict. The positioning of Salford within the loop of the river, would have made it an ideal location to defend against incursion across the river and it would seem likely that the town was fortified at this time.
- 4.2.52 In 1885 a hoard of 20 to 30 silver coins (SMR 533) was found during the demolition of a property on the corner of Greengate and New Bridge Street. The coins were of James I and Charles I and it has been suggested that this was a hoard buried during the Civil War (UMAU 2006, 18).
- 4.2.53 Rather antagonistically, in 1875 a statue of Cromwell by the artist Matthew Noble, was

erected looking out towards Salford at the head of cathedral approach. The statute can clearly be seen in early photographs, with the Exchange Railway Station in the background. It was erected by local liberal politicians to the dismay and outrage of both local conservatives and the large Irish immigrant population of the city. The statue was relocated in the 1980s when the area was redeveloped (Manchester UK, 20.02.08).

Archaeological Evidence: medieval to early 18th century

- 4.2.54 The GMAU, Salford Heritage Project excavations were undertaken at the northern tip of the triangle that makes up the city's medieval core (Figure 5). The early maps (Figures 7 and 8) show a density of housing on the west side of Greengate. This lay on the eastern side of the excavated area and included the remains of the Bull's Head Inn, the timber-framed building illustrated in a number of early photographs (Figure 12). The results of the excavation have not been fully published but based on an interim report by Peter Arrowsmith (UMAU 2006) the principal medieval remains comprised two adjacent 'rock-cut cellars' underneath the Bull's Head (UMAU 2006, 73). These were cut into the natural sandstone but also featured a course of dressed ashlar blocks at the upper surface. The first cellar was exposed to a width of 3.6m, the second was 2.6m wide, but in both cases the full extent was not established. Cellar one had a separate street entrance, corroborated by photographic evidence. The two cellars had been subsequently much altered but would appear to be medieval, or immediately post medieval, in origin and of a similar type as might be anticipated below the King's Head and possibly other buildings along Chapel Street.
- 4.2.55 Other late medieval and 16th century finds from the GMAU excavations included the stone footings of the medieval building and a stone lined well believed to date to the same period. The excavation also featured a number of rubbish pits dating from the 13th and 15th century which included evidence an archer's leather wrist guard (*ibid*, 17). There were also ditches associated with earlier burgage boundaries and gardens deposits attributed to the back plots shown on the earlier maps.
- 4.2.56 Overall the preservation of material from this period appears to be good. However, much of the site was associated with the remains of the Bull's Head which had remained extant until 1938 and, therefore, not subject to the later disturbance which affected much of The Exchange site. As such, there are likely to be parallels with the anticipated survival of archaeological deposits associated with some of the Chapel Street sites such as the King's Head and Spread Eagle Inns (see below).
- 4.2.57 Evidence of medieval and immediately post medieval activity from the other excavation in the area (Figure 5) is more fragmentary. The OAN excavations on the east side of Greengate found that much of the earlier material had been truncated by later developments leaving only small pockets of surviving material (OAN 2007). Much of the surviving evidence also appears to be focused on areas behind the street frontage which is a pattern found repeatedly in excavations of a number of early core historic towns including Manchester, Wigan, Bolton, Stockport and Altrincham (UMAU 2006, 17). This would have ramifications regarding the current development where much of the area to the rear of the medieval street frontage has been heavily disturbed by the construction of late 19th century Exchange

Station. However, there is also a much higher continuity of use along the Chapel Street frontage than might be found in other urban centres and this could potentially result in better levels of preservation.

Industrial expansion in the late 18th century

- 4.2.58 In contrast with the apparent lack of development shown in the two early maps of Salford, Green's map of 1794 (Figure 14) show a major expansion of the town in the last half of the 18th century. This was the result of a wave of industrialisation spreading across the North West created by the rise of cotton manufacturing and coal and iron production, coupled with new advances in factory processes and transportation (Greenall 1990). Salford was transformed by the rise of modern industry from a small, contained, agricultural market town to a crowded urban sprawl with a network of new streets, workers' housing, cotton mills, dye and bleach works, foundries, shops and places of worship. This process was already underway by the end of the 18th century.
- 4.2.59 In 1773, on the eve of industrial expansion, the population of the township of Salford was 4,756. Less than 30 years later, in 1801, the population had increased to 13,611 and in the following fifty years it more than quadrupled to over 60,000 (*ibid*, 1). The majority of people were employed in the preparation and manufacture of cloth, with over a fifth of all adult men, and a third of all adult women, employed in textile production by 1851 (*ibid*, 6). A substantial number of the men were also employed in the iron-making, engineering and the transport industries. These became increasingly more important in the late 19th century, eventually eclipsing cotton manufacture as the prime economic force.
- 4.2.60 The increase in population saw a sharp rise in the demand for workers' housing. To meet this need the town spread out west along Chapel Street with new roads branching off on each side of the main thoroughfare. These new roads followed the line of the old strip fields, one or two still survived in the late 18th century and are shown on Green's map (Figure 14). Interspersed amongst the housing were new mills, factories and foundries including the Salford Twist Mill, Bateman's and Sherratts Iron Works, Barnes and Harman Brewery and the Middleton Rope Works.

Workers' housing

- 4.2.61 In the old historic core of the town, the rear plots behind Greengate and Chapel street were gradually in-filled with new development which also extended down towards the river to the south and east of the town. Much of this new development respected the boundaries of the former burgage plots, progressing south-west to north-east across the triangular historic core. The area at the northern tip, around the junction of Greengate and Gravel Lane appears to be the last to be developed. The 1787-94 map shows four new streets laid out in this location (Duke Street, Princes Street, Norton Street and Cross Street) but little associated development, although by 1831 the area is densely packed with back-to-back housing.

- 4.2.62 At the south-western end of the central triangle there is a concentration of workers housing following the boundaries of the old garden plots shown on the 1741 map. This type of development may have been the result of speculators acquiring and developing blocks of land previously held under burgess ownership. Running north-west to south-east along the line of one of these plots is a double row of terrace housing marked 'Hardy's Buildings' (13) probably after the developer or the landlord. These look to be a classic example of late 18th century speculative workers housing and appear quite commodious compared to the later back-to-back developments.
- 4.2.63 Having its foundations in the medieval period, the terrace house became increasingly popular in the Georgian period the demands of urban development increased. As the need for housing increased the strip fields and burgage plots surrounding towns and villages were developed and the terrace was well suited to make the best use of these long thin strips of land. The street, as opposed to any individual property, became the basic architectural unit from the late 18th century onwards, and long rows of terraced housing grew up all around Salford's historic core. Speculators would often commission a row of terraces with groups of houses being built by a number of different builders. Consequently the levels of uniformity and quality within a terrace could range quite considerably depending on the levels of control exercised by the landlord or the developer (Lawrence & Chris 1996). Terraces were popular across the whole social scale, but at the lower end of the market quality was often very poor. There were three basic forms of worker's terrace housing in the late 18th century.
- 4.2.64 **The through-terrace:** commonly known as the two-up-two-down, the through-terrace was a very small house without a hall, corridors or basement. It was entered direct from the street into the living room, with the kitchen set directly behind. The staircase was usually located in a corner in the kitchen and led up to one of the two first floor bedrooms. A through-terrace would generally be heated by a single stack, running up from the living room and front bedroom, and a range in the kitchen. Natural light was provided to both the front and rear of the house, as each row was divided from its neighbour by a back lane. In some areas through-terraces would include a small yard or garden which would contain the privy (or netty) and might also be used to raised chicken or pigs. The Hardy Building's appear to have started life as this type of development, although later maps show that by the 19th century the tiny back yards of the complex have been subsumed by later in-fill housing.
- 4.2.65 **Back-to-Backs:** the second type of terrace was basically a through house divided into two. This made the basic unit only one room deep and enabled double the amount of housing to be built on the same amount of land. Urban building regulations usually specified a minimum street width of approximately 30ft which made the construction of a through-house terrace much less profitable than two rows of back-to-backs. This type of house was also cheaper to build as a mid terrace would share three common, or 'party', walls. Originally back-to-backs compared favorably to other forms of urban housing, sometimes including a cellar and attic, but they were seldom heated except for the kitchen range (Lawrence & Chris 1996). It was not until increased pressures on housing led to an increased in the number of occupants that problems really began to occur. Unfortunately, this form of housing was prone to overcrowding as each building was often further subdivided in order to contain even more families and conditions soon became appalling.

- 4.2.66 There is little back-to-back housing shown on Green's 1887-94 map; the majority of new housing shown being through-terraces or court developments. However, by the early 19th century there was widespread back-to back housing all across Salford, particularly in new areas laid out at the northern end of Greengate (outside the immediate study area). However, back-to-backs were built wherever there were small parcels of unused land and they soon sprang up all around the town's historic core, in any available parcel of land. Predominantly built in pairs, the back-to-back could also be constructed as a single unit to use up any available land, presumably constructed with the aim of expanding to a neighbouring plot when it became available.
- 4.2.67 **Court development:** the final type of terrace is really a hybrid of the two, the court development or tenement. These usually comprised a group of back-to-backs facing inwards towards a shared communal yard; again making the best use of the limited land available. The court contained all the shared services including ash bins and privy, making them pretty unsanitary places. The rental charges reflected this, with houses facing onto the court being charged a lesser rent than those more desirable properties facing the street (Lawrence & Chris 1996, 37). By the mid 19th century there were a number of court developments to the rear of Chapel Street and Greengate, some of these may have been associated with earlier medieval yards and courtyard complexes but most were newly laid out. Already by the end of the 18th century these were beginning to appear. Green's map shows a new court development, Nightingale Yard (14), just to the south-east of the Hardy's Buildings, at the junction of Chapel Street and Gravel Yard. This was probably financed by John Nightingale who ran The White Lion Inn, to the south of the complex, in 1795.
- 4.2.68 In all three forms, services were located outside the buildings including the privy, ash pit and water pump. The privy and ash pit were usually against the back, or side wall of a property to allow the dustmen and nightsoil men easy access. The disposal of waste was of crucial importance with so many people living in close proximity and was a serious municipal concern. The problem was often accentuated by the water pump, the primary source of communal water, being located in the yard close to the privys. In addition, sewers were little more than channels in the road, if they existed at all.
- 4.2.69 In the late 18th century the worst horrors of Salford's overcrowding still lay some way off in the future. Green's 1787-94 map shows that new development in the town was still relatively ordered, with rows of through-terrace housing (the majority with rear yards) interspersed with garden plots and surrounded by agricultural land. This is in contrast with development on the opposite side of the river in Manchester where the areas around Dean's Gate, Mary's Gate and the Hanging Ditch were already densely packed with new housing.
- 4.2.70 Green's map also provides for the first time a detailed picture of the properties along Chapel Street and Greengate. Some of these are almost certainly medieval, or immediately post-medieval, in origin but others date to this first phase of industrial development, in particular those buildings along the east side of Greengate including the new Cloth Hall. A large number of street front properties have adjacent flights of steps leading back to the rear indicating some variation in ground levels across the site.

The 18th century Cloth Hall

- 4.2.71 The rise of the textile industry in the late 18th and 19th century rested largely on the expansion of cotton manufacturing, dominated in the North West by the Manchester market. However, prior to this the industry had been dependant on the production of older types of cloth, mainly woollen goods and linen. These were produced on a much smaller scale by local mills and innumerable domestic weavers, and brought in for sale at the local cloth market. Salford was historically the regional centre for the distribution of such goods and by 1794 there was a purpose-built Cloth Hall - 'The New Cloth Hall' – on the east side of Greengate **(15)**. This may have been the traditional location of the cloth market centred around the courtyard structure **(11)** shown on both the c.1650 and 1741 maps.
- 4.2.72 By the second half of the 18th century many of the major towns in the West Riding of Yorkshire, the heart of the woollen trade, had purpose-built Cloth Halls. Leeds mixed Cloth Hall was opened in 1758 followed by Huddersfield in 1766, Bradford in 1773 and Halifax in 1799. The cloth sold here was usually produced by domestic weavers and so called 'yeoman-clothiers' who, as their name suggests, were predominantly involved in agriculture but who produced cloth to provide an additional income. A number of different types of woollen cloth were produced by this domestic industry including Kersey, Shalloon, Russel, Broadcloth and Callimancoe as well as fustian, a cotton and flax mix.
- 4.2.73 The cloth was usually collected at source by a merchant, who would then sell it on at the cloth market to a textile goods manufacturer or merchant. This was very different to the system which operated for cotton where factory expansion meant that a merchant could acquire all the cloth he needed for one, or a limited number of mills. Consequently, woollen cloth markets, and Cloth Halls were not so common in Lancashire. However, there are three known Cloth Halls from Salford, the first at Greengate Hall and two later buildings on each side of Chapel Street.
- 4.2.74 The Greengate Cloth Hall is the earliest and is shown on Greens map of 1787-94 as an irregular courtyard, with units on three sides, centred on a rectangular hall. This is in contrast to the two later buildings which are much bigger in size, and comparable to known halls from Leeds and Halifax.

Salford's breweries

- 4.2.75 At the western end of the study area, on the banks of the Irwell, the 1787-94 map shows a Brewery run by Messrs. Barnes and Hardman **(16)**. By 1790 there were at least four large breweries known in Salford, but only 20 years later this number had increased to 9, compared to only 6 in Manchester (UMAU 1996). The Barnes and Hardman brewery is the first of the larger breweries known from Salford, although small scale production was often undertaken by inns and pubs.
- 4.2.76 The production of beer on an industrial scale involved seven key processes. First the grain was roasted to produce the malt. It was then cracked and milled. In Manchester this could only be undertaken at the manorial mills along the Irk with due fees being paid, whereas

there were no such restrictions in Salford which is possibly why the industry prospered (UMAU 2006). Once prepared the grain was steeped with hot water in a large vat, or mash tun, and the resulting 'wort' then transferred to another large vat for fermentation tank; the beer was then ready for consumption (Brewery History, 20.02.08). Each of these processes might leave below ground archaeological evidence including stone lined vats, furnaces, flues and drying floors, drains and channels, machine bases and wheel pits. Each of the three buildings associated with the brewery were adjacent to the river on the north-east side indicating that they were all almost certainly water powered.

18th century pubs

- 4.2.77 There were a large number of inn and hotels along Chapel Street and Greengate in the late 18th century. These largely catered for the merchants and tradesmen brought in by the cloth market.

The Spread Eagle

- 4.2.78 Located on the north side of Chapel Street (no. 12), close to the junction with Greengate, the Spread Eagle (**16**) can be traced back to the 1750's when John Stretch was recorded as the licensee. In 1772 it was run by John Swaine, who ran the first regular coach service from Salford and Manchester to Liverpool out of the Spread Eagle yard. He is recorded in Raffald's directory as the '*Liverpool and Leeds Machine-keeper*' (Richardson 2003, 3). The inn may appear on Casson & Berry's map of 1741 but is not clearly identifiable till Green's map of 1787-94.
- 4.2.79 In 1802, James McNabb, the then licensee, changed the name of the pub to the Phoenix. Its original name was restored by the landlord John Pierce when the new Cloth Hall opened just behind the inn in 1814.
- 4.2.80 In the 1840s the Spread Eagle survived the construction of the L&NW railway line which cut through much of the rear yard. However, the building was purchased by the Railway Company who finally closed the pub in the 1880s in advance of the construction of The Exchange Station. The last licensee, Annie Barnett, was served notice to quit the premises in 1888. In September that year the property was described in the brewster sessions as having a '*good frontage*' but being in a '*rough neighbourhood*'. The pub finally closed 1889 and the following year W. H. Wood wrote of the '*the plumes of its ancient glories have been stript (sic,) and it has not a single feather left to fly with*' (ibid, 4).
- 4.2.81 Despite the closure of the inn, the building remained in existence. In the early 20th century it was listed in Salter's Directory (1908) as a lodging house run by Robert Willan. The building continues to appear on the historic mapping until the 1931 and was probably demolished during the late 1930s or 40s when the foundry and tool works to the rear of the site was expanded to meet the increasing demands of the war. Alternatively, it may have fallen victim to the Christmas Blitz of 1940 when bombs fell on Chapel Street, destroying a large number of properties on both sides of the street (Richardson 2003, 4).

The Clockmaker's Arms

- 4.2.82 This Clockmaker's Arms **(18)** was located near the corner of Greengate and Chapel Street on the site of the later Canterbury Hall. The alehouse was opened in 1790 when the clockmaker Major Schofield obtained a licence for the Clockmaker's Arms, or the Clock Face. The name was later changed to the Feather's Inn in 1829 and then to the Rising Sun. In 1841, celebrating the opening of the new Bridge, the pub again changed its name to become the Victoria Bridge Inn, under license to William Barge. A few years later George Fox took over the premises and started a music hall advertised as Fox's Victoria Music Hall. This remained in operation until 1858 when the building was demolished and the new Canterbury Hotel was built.

The Volunteer Inn

- 4.2.83 The Volunteer Inn **(19)** was already in existence by 1798 when it was licensed to William Peacock (Richardson 2003). The Inn, which was on the north side of Chapel Street, just west of the King's Head, included its own brewhouse to the rear of the property, as did many of the earlier inns in the area. In 1800 the pub was renamed the Dog & Volunteer and it appears as this on the 1849 first edition OS map. In the 1850s it became the Dog and Partridge, and later the Pleasant Inn. In 1874 it became the Salford Hotel under the management of Charles Cole who advertised it as a '*select music saloon*' and by 1891 it had become the '*Palace of Music*' (Richardson 2003, 3). Holts Brewery took over the license in 1896 and 2 years later the Salford Hotel closed, the last licensee being Josiah Burdett, although the building remained in existence until the 1940s.

The Black Swan

- 4.2.84 The Black Swan **(20)** is shown on Green's map, located just west of the Volunteer Inn. Similar to the layout of the King's Head and the Spread Eagle, although much smaller, the property is shown as a rectangular inn with linear range to the rear for accommodation and stabling. The alehouse was run by Issac and Alice Booth from 1763 till 1794 when the license then passed to James Crompton who was landlord until 1811. In 1824 it was held by William Creer who renamed the pub the New Legs of Man. It changed its name again two years later to become the Rose and Crown under the new landlord Reuben Wroe. In the 1860s the building was demolished and the new Amalgamation Inn built (*ibid*).

The White Lion

- 4.2.85 The White Lion **(21)** was located where the former police station now stands at the corner of Chapel Street and Blackfriars Road. The inn was run by John Fletcher from 1779 to 1781 and then by James and William Roberts between 1783 and 1795. In 1795, William Nightingale took over the license and renamed the pub the Star and Garter. It was Nightingale who extended the yard to the rear of the inn shown on the 1794 map.
- 4.2.86 In 1816 the inn changed its name again, becoming the Jolly Carter under license to Mary Butterworth. Four years later it became the Running Horse owned by Mrs Broadbent and

leased to Joseph Calvert, who in 1827 ended up in debtors court. In January 1837 the property was once more up for sale, together with the furniture and pub fixtures and fittings.

- 4.2.87 By 1840 it had become the Burns Tavern, the last recorded landlord being Ebenezer Richardson. In 1843 the pub closed although the building and surrounding shops survived until they were eventually demolished to make way for the new police station in the 1880s (*ibid*).

The Angel

- 4.2.88 The Angel **(22)** was located on the east side of Greengate, just west of Barnes and Hardman's Brewery **(16)**. It was first recorded as an alehouse in 1792, kept by Edward Tomlinson, and had the familiar layout of street fronted building with range out to the rear. In 1816 the inn was licensed to Thomas and Mary Butler and known as the Plumber's Arms, then from 1822 the Jolly Potters and later in 1830 the Traveller's Inn, kept by Joseph Lord. The building was demolished in the later 1840s when the new Polytechnic Tavern was built, the first public music hall to be erected in Salford.

Advances in transport

- 4.2.89 By the end of the 18th century Salford was already an important staging point in the emerging transport network. In 1752, the Salford to Chorley road was the first stretch in the area to be turnpiked but this rapidly spread out to include roads from Salford to Warrington, Wigan and Bolton. Soon afterwards in 1754 the roads to Preswich, Bury and Radcliffe were also turnpiked with further routes added in 1784, proving a clear route through to Liverpool (Gray 1974, 63).
- 4.2.90 The first stage coach for passengers between Salford and Liverpool opened in 1770 and ran from the Spread Eagle Inn **(17)** on Mondays, Wednesdays and Fridays. By 1825 there were 22 regular coaches a day running to Liverpool making the trip in as little as 3 hours. There were also services to Blackpool, Eccles, Swinton, Bolton, Leigh, Bury, Wigan and Southport. In 1865 the various contractors pooled together to form the Manchester Carriage Company, the largest concern of its kind in the country. However, the long distance coach routes and the turnpike trusts were soon to be replaced by the rise of the railways, although the shorter distance routes continued to prosper (*ibid*).
- 4.2.91 To facilitate the increased coach traffic Salford Bridge was widened in 1776 but by the 1830s this had already proved inadequate. In 1839 the old bridge was demolished and the new Victoria Bridge constructed **(23)**.
- 4.2.92 Despite the improvements brought about by turnpiking, the road system was not adequate to facilitate and accommodate rising industrial expansion. The navigation of the River Irwell was discussed as early as 1677 when Thomas Pattern, a local merchant proposed the advantages of clearing a route from Warrington to Manchester along the Mersey and Irwell. However, it was not until the Mersey and Irwell Navigation Act was passed by parliament in 1721 that work began (Industrial Heritage of Britain, 21.02.08). The work was largely

complete by 1736 with the creation of 9 locks on a 20 mile stretch between Warrington and Manchester/Salford making the river navigable for vessels up to 50 tons. Initially merchants were reluctant to use the waterway despite the fact that land carriage was more expensive, problems in navigation along the river meant that goods were often delayed. In competition with the navigation, the Duke of Bridgewater opened the Bridgewater Canal in 1761 to link his mines at Worsley with Manchester and Salford. In 1776 an extension to the canal was opened linking Worsley with Runcorn providing a rapid and reliable route from Liverpool to Salford/Manchester. The canal brought coal and raw materials into Salford docks and allowed goods to be shipped out from the town to the port at Liverpool and from there to the rest of the world (*ibid*).

Industrialisation in the 19th century

- 4.2.93 Throughout the 19th century the ‘*great double-barreled city*’ of Salford and Manchester continued to grow at an incredible rate (Greenall 1990, 1), but despite being constantly bracketed with its neighbour across the river Salford fiercely held onto its own identity. In 1844 the town was created a new municipal borough, confirming its administrative separation from Manchester, and in the following century Salford’s civic leaders, local government and ratepayers continued to assert their independence claiming that whatever Manchester could do Salford could do if not as well, then cheaper (*ibid*).
- 4.2.94 In 1853 the municipal borough was enlarged to include the townships of Pendleton and Broughton with a combined population of nearly a million by the end of the century, making Salford the seventeenth largest town in the country (Greenall 1990, 2). The impetus behind the economic growth of the town remained the textile industry, but by the mid 19th century this itself had grown in complexity. The trade in traditional woollen cloth and fustians, which had sustained the town’s economic growth in the 18th century, continued but there was also an increase in cotton manufacture with new mills being established along the banks of the Irwell, close to the town centre. Cotton production reached its peak in Salford around the time of the cotton famine of the 1860s but even 40 years later, in 1901, 53 textile manufacturing firms were still operating in the town. In addition there were 37 bleachers and dyers, 14 cotton spinners, 9 cotton waste dealers, 1 flax spinner and 1 silk spinner (Greenhall 1990, 6). A further 13 firms were involved in making rope and twine, cart and railway waggon sheets, tenting and tarpaulins. The textile trade also diversified into the manufacture of insulated cables and wires for the emerging electric lighting industry. The Greengate Rubber and Cable works, located just north of the study area, started in 1868 and rapidly expanded during the latter half of the century to become one of the key industries in the area employing over 1200 by 1901 (*ibid*).
- 4.2.95 In addition to textile manufacture and related industries, the iron founding and engineering trades prospered. By the turn of the 20th century Salford boasted 117 firms including boiler makers, brass founders, brewing plant manufacturers, hydraulic hoist makers, machinists, millwrights, steel manufacturers, gas-engine makers, motor manufacturers and a range of nail, screw, bolt and rivets makers. By the late 19th century these trades had begun to eclipse textile production as the prime economic force and employer in the town. The development of the railway network and the expansion of the shipping trade, as well as new

municipal services like gas and electricity, all fuelled the growth in engineering. However economic growth, although it brought prodigious wealth for some, brought escalating poverty and overcrowding for many.

- 4.2.96 By the mid 19th century overcrowding in Salford had reached its peak, Engels wrote of the town in 1844:

The working men's dwellings between Oldfield Road and Cross Lane, where a mass of courts and alleys are to be found in the worst possible state, vie with the dwellings of the Old Town in filth and overcrowding...The average construction of Salford is, in this respect, much worse than Manchester and, so, too, in respect of cleanliness. If in Manchester, the police from time to time, every six or ten years, makes a raid upon the working-people's district, closes the worst of the dwellings, and causes the filthiest spots in these Augean Stables to be cleansed, Salford it seems to have done absolutely nothing. I am sure that the narrow side streets and courts of Chapel Street, Greengate and Gravel Lane have never once been cleaned since they were built' (Roberts 1971, 3).

- 4.2.97 Banks map of 1831 (Figure 15) clearly illustrates the massive expansion of workers housing in the first quarter of the 19th century. In contrast to Green's map less than 40 years earlier there were very few undeveloped areas of the town surviving. All agricultural land and garden plots were subsumed in a surge of housing development in all directions but particularly out to the north and west of the town.

- 4.2.98 The triangular shaped core of the old historic town is still definable on the map but the area was now filled with housing. There was development all along the four streets established at the end of the 18th century (Duke Street, Princes Street, Norton Street and Cross Street) and a cluster of new interconnecting streets including Bull Street, Cross Street, Palmer Street and Catcliffe Street, as well as a new court development on the west side of Greengate (Bell Gates).

- 4.2.99 Within the boundary of the proposed development area there was some further infill housing **(24)** constructed behind the Kings Head yard **(10)** and to the rear of the Hardy buildings **(13)**. Much of this development took place over the former back yards of those buildings shown on the 1794 map. The result was a densely packed district predominately comprised of long narrow streets with little space between, and undoubtedly very little natural light reaching any of the properties. The housing here was a mixture of through-terrace houses and back-to-backs, although the majority of the back-to-back housing lay to the north around Ashton Street, Birtle Square and Queen Street, and along the new streets on the west side of Greengate (Figure 16).

The 19th century Cloth Halls

- 4.2.100 Apart from the expansion of housing at the northern end of the historic core, the main development in the early 19th century was the construction of two new cloth halls to replace the Greengate Cloth Hall. The Greengate building still remained but presumably it had become too small for the expanding textile trade.

- 4.2.101 The earliest of the new halls **(25)** was built to the rear of the Spread Eagle Inn on a patch of previously undeveloped land. It was opened in 1814, an advertisement of the time noting:

On the second day of May, 1814, the new Yorkshire Cloth Hall, will be open, when there will be exposed for sale by the real manufacturers, a choice of assorted woollen cloth, pelisse cloths, blanket, &c. The principal entrance, up the Spread Eagle Gates, nearly opposite the Old Bridge (UMAU 1996, 41).

- 4.2.102 A contemporary illustration in Wheelers' Manchester Chronicle (24 Nov 1818) shows a two storey building arranged around a central courtyard (*ibid*). This sounds very similar in form to a number of the Yorkshire Cloth Halls including Leeds (1775), Halifax (1779), Huddersfield (1784) and Wakefield (1775), which were all very grand and imposing buildings. In Leeds a series of four Cloth Halls were built, each larger and more expensive than its predecessor (Figure 17). They were the pride of the city and many visiting dignitaries were taken to visit the merchants markets. The historian Ralph Thoresby described the first White Cloth Hall in Leeds as '*a stately hall, built on pillars and arches in the form of an exchange, with a quadrangular court within*' (Leeds Civic Trust, 14.02.08). The fourth Leeds Cloth Hall cost in the region of £4,500 to build, with the money being provided by local merchants and clothiers. In Halifax the Cloth Hall, was built in 1776, costing £12,000 and is a huge building which still stands today (Piece Hall) (Piece Hall, 14.02.08). The fact that Salford had two contemporary Cloth Halls says something of the economic status of the town and the continuing importance of the wool and textile trade.

- 4.2.103 The 2nd Cloth Hall was accessed from Chapel Street through the Spread Eagle Inn yard. In 1818, just 4 years after the opening of the building, Aston describes it as '*a building worth viewing*' noting that '*it is divided into a great number of apartments which are let for the fair, which last about three weeks*' (UMAU 2006, 42). It was also the location of the first ever balloon ascent from the North West, on the 23rd April 1824. It took over five hours to fill the balloon with coal gas piped in from Chapel Street but the vessel was only in the air for half an hour before it, and its operator, Mr Sadler, were brought down near Knutsford (Richardson 2003, 4).

- 4.2.104 The third Cloth Hall **(26)**, lay just to the south of the proposed development area on the opposite side of Chapel Street. It was built between 1818 and 1824 and is very different in plan from the more traditional 1814 Cloth Hall. It was described at the time by Charles Hampson as '*a substantial plinth of sandstone, a colonnaded front of plain classical columns faced the river. The interior comprised a large market hall with commodious cellars for storage below*'. The earlier cloth hall may have also incorporated rock cut storage cellars. The two halls may have co-existed, each dealing with different types of cloth, as was the case in Leeds where there was a White Cloth Hall and a separate Coloured Cloth Hall, both equally impressive buildings.

The coming of the railway

- 4.2.105 The 1:500 scale first edition Ordnance Survey (OS) map (Figure 18), published 1849, provides an accurate and detailed plan of the area showing each individual building and

land plot and key features (including street furniture). The most dramatic change noticeable from Bancks's 1831 map is the construction of the London and North Western Railway line which cuts across the study area running south-west to north-east **(27)**.

- 4.2.106 The London and North Western Railway (LNWR) was formed in 1846 by an amalgamation of the London & Birmingham, Grand Junction, and Manchester & Birmingham Railways. Combined, these companies controlled over 247 miles of track route and held a capital of nearly £17.25 million (Simons & Biddle 1997, 284). However, the route was beset by fierce competition from the more regional railways and the LNWR were renowned for following an aggressive, and often unscrupulous, acquisitions policy. Soon the company controlled much of the growing traffic between London, the Midlands, the North East, North West and Scotland. In 1859 they expanded south, extending to Oxford, Cambridge and Peterborough and later into Wales. Their greatest competitor on the majority of routes was The Great Western Railway (GWR) but in most cases the LNWR routes were shorter and more direct.

- 4.2.107 By the end of the 19th century the company employed over 15,000 employees. They built locomotives at their machine works in Crewe, carriages at Wolverton and wagons near Warrington. Much of their operation was centralised in Crewe with the company running its own rolling mills for track, brick works for construction and workshops for producing everything from signaling equipment to soap. As much as possible was made at the central works and then transported down the line to the various stations and offices; very little was actually sourced locally.

- 4.2.108 The company controlled a huge freight traffic operation covering the Midlands, Yorkshire and the North West. They transported coal, minerals, iron and steel, engineering products and raw and finished textiles from across the country, much of which was destined for their six massive goods stations in Liverpool. The company was also at the forefront of railway improvements, including the introduction of a gravity operated marshalling yard at Edge Hill, and in public marketing, printing nearly 12 million postcards, depicting engines, stations and line-side scenes, which are now collector's items. In 1922 the company became part of The London Midlands & Scottish Railway (LMSR) (*ibid*).

- 4.2.109 At Salford, in addition to the railway line there were also two Engine Houses **(28)** shown on the 1849 edition map. Sometimes called 'running sheds' or 'motive power depots', at their most basic an engine shed was a large hanger containing parallel track with inspection pits in between the rails (Simons & Biddle 1997, 146). Based on the map, the Salford engine houses seem to be of this type and built to house a number of locomotives at one time. The number and location of engine sheds was determined by the density of rail traffic along the line and the positioning of sheds at the northern end of the proposed development area was almost certainly due to heavy trade already running through Victoria Station, which lay just to the east.

- 4.2.110 Sheds were usually built of brick or stone, with a slated and glazed roof containing smoke vents. The larger sheds included workshops and machinery for tasks like the re-profiling of driving wheels. At the eastern end of the second machine shed the map shows two turntables for directing the stock off the main track into the sheds. Next to these is a coke

table, a raised platform for re-fueling. Processing through the shed followed a set pattern; engines were turned, coaled, watered, emptied of ashes and finally taken into the shed until needed.

The Cotton Mill

- 4.2.111 The Brewery **(16)** at the eastern end of the proposed development area survived until the construction of the railway line in the 1840s when all except a small mill building at the south-west corner of the site was demolished. This building was subsequently incorporated into Greengate Mill **(29)**, a large cotton manufacturing mill overlooking the Irwell. The cotton mill was built sometime between 1831 and 1848 and listed in Piggot's 1841 Directory under the ownership of the Langworthy Brothers. The building is a large rectangular structure which was almost certainly purpose built, although it could have incorporated the southernmost of the brewery ranges.
- 4.2.112 Greengate would have been a considerable sized mill, one of the largest in the immediate area. It was much bigger than the Chapel Street Mill to the south of the project area (built before 1794), Blackfriar's Mill out to the south-west, and Dawson's Croft Mill on the north side of the Railway lines. By this phase it would have almost certainly been an iron framed fireproof mill, and probably several storeys high. This type of mill was growing up all across industrial Lancashire. In 1825, the German architect Karl Schinkel noted while visiting Manchester *'the enormous factory buildings are seven to eight storeys high...where three years ago there were only meadows* commenting that they were so black that they looked as if they had already stood for a hundred years (Pevsner 1976, 278), and A.B. Granville writing later in 1841 talked of the *'stupendous cotton mills of Manchester'* in which *'a thousand people are employed'*. A number of these mills have been recorded in recent years, most extensively the mills of Ancoats (Murray 2007). Archaeological evidence from former mill sites has included engine and machine bases, structural building remains, water channels and waste treatment channels and filters out, roadways and storage facilities.
- 4.2.113 To the south-west of the cotton mill lay an associated dye works **(30)**. By the mid 19th century there were a number of organic based dyes available based on exotic ingredients including cochineal, quercitron, madder, walnut and indigo. These were prepared and mixed with various mordants (chemicals used to set dye) and used to dye both yarn and finished cloth. Experimentation in the late 8th century had produced a range of deeper more resilient colours, the most popular of which were madder or Turkey red and blue (indigo). In 1856 the first of the synthetic dyes, mauveine, was produced bringing a much cheaper and wider range to the cotton market. In the production of dyes and the dyeing process, various vats were used to mix and set cold water dyes, and heated kiers (a large wrought iron vessel used for boiling cloth) were used for hot set dyes (Nevell, Connelly, Hradil & Stockley 2003). Archaeological evidence of stone lined vats, machine bases, water channels, wheel pits and furnaces have been found at a number of sites across Greater Manchester including the nearby Rylands Bleach and Dye Works (UMAU 2006).
- 4.2.114 To the rear of the dye works, the buildings associated with the first Cloth Hall remained standing, although they may have been converted for use as related workshops and

warehouses. Located behind these ranges, on the flat ground adjoining the river, was the Horse and Carriage bazaar **(31)**, and north of this the timber yard. By the early 19th century there were a number of regular markets held across Salford in addition to the 4 annual fairs. In 1824 the old market place was cleared of its standing structure and a new site established on Browning Street. The new market covered meat, fish and vegetables and was held on Monday, Wednesday, Thursday and Saturday (UMAU 1996, 34). In 1837 the Police Commissioners established a cattle market on Cross Lane replacing Manchester's Smithfield as the leading livestock market. The horse market may have been established around the same time, although this could have been a formalisation of earlier markets on the same spot. By 1848 the area is gated and may have included stabling and temporary storage in the buildings to the west of the complex.

- 4.2.115 To the south-west of the horse and carriage bazaar, just outside the proposed development area, a new Iron Works **(32)** was constructed in the mid 19th century, overlooking the river. Comparing Greens map of 1794 with the 1849 OS, it is obvious that the line of the river Irwell has been improved to make the channel navigable up beyond Victoria Bridge. Improved access along this stretch of the river, in addition to the opening of the railways, opened up this section of Salford to industrial development, prompting the rise of the cotton mill and the iron works.

- 4.2.116 The addition of the cotton mill would have brought other changes to the area. The demand on workers housing would have increased and there is some evidence for the small scale clearance of medieval properties around the mill and the construction of back-to-back housing at Barrow's Court and Nutt's Court to the west. This extends to the west side of Greengate around New Street and Bells Gates. In particular, and partly prompted by the construction of the railway, there was a new street, Miller's Street, which ran south-west to north-east linking the new mill to housing in Cross Street and Palmers Street. This lay just to the north of the proposed development area. The 1849 map also shows a more detailed picture of some of the earlier housing developments including Kidderminster Court, Gills Court, Richardson's Court, as well as the 18th century Hardy Buildings and Nightingale Court (now Square). It clearly illustrates the location of external stairs, communal water pumps and most importantly cellarage.

- 4.2.117 The 2nd Cloth Hall **(25)** also fell victim to the coming of the railways with Miller Street crossing through the north-west corner of the complex. Much of the structure did remain standing as part of Richmond Square and was probably converted to housing. The physical threat to the Cloth Hall may have also been matched by a decline in the demand for a woollen market as cotton manufacture increased and became more popular. The 3rd Cloth Hall **(26)** remained in existence, although it too had fallen out of use by the end of the century.

19th century pubs and inns

- 4.2.118 The pubs and inns around Greengate and Chapel Street continued to be an important focus of the community, with many small employers still paying out their weekly wages to the men there. Beer and stout were the staple fair served at these establishments and men who did

not frequent pubs were seen as 'tight fisted' or 'hen-pecked' (Roberts 1976, 93). At the turn of the 20th century 62,882 men were sent to gaol in Salford in one year for civil offences while drunk, and in 1876 the average annual beer consumption was estimated at 34 gallons per head (*ibid*, 96).

- 4.2.119 Along Chapel Street most of the 18th century inns continued to prosper including The Kings Head **(10)** and Spread Eagle **(17)**. The Clock Face Tavern **(18)** at the junction of Greengate and Chapel Street was renamed the Victoria Bridge Inn, to commemorate the opening of the new bridge, and the Volunteer Inn **(19)** had become the Dog & Volunteer. To the west of this was The Rose and Crown, formerly the Black Swann **(20)**. The White Lion **(21)** which had become the Burn's Tavern by the early 19th century had closed in the early 1840s, although the building remained (Richardson 2003). To the west of these, outside the development area, was the Unicorn Inn, formerly the Eagle and Child (opened in the 1780s) and The Royal Archer, formerly the Black Bull (opened 1779); both of these pubs were demolished when the continuation of Blackfriars Street was built.

- 4.2.120 Along Greengate the only pub shown in 1848 was the newly re-opened Polytechnic **(33)**, the only purpose built music hall to be erected in Salford (Richardson 2003, 18). The Polytechnic was recorded by later writers as a white stone building and '*elegant music saloon*' where for the fixed admission fee of 3d a visitor could spend a pleasant evening (*ibid*). The building was equipped with stage, scenery and an orchestra with capacity for approximately 1,500 people. In 1862, Jane Hilditch took over the license from Thomas Towers but the premises closed in 1880 when the Exchange Station was built.

- 4.2.121 On the opposite side of the street, the Running Horse **(34)** at the corner of the new Miller's Street and Greengate, opened in the 1830s. This was a small beer shop run by James Threlfall in 1863 possibly part of the famous Salford brewing family who started Threlfall's Brewery in 1873 which was to become a huge employer in the late 19th century. By 1870 the pub was licensed to Susannah York and in the 1880s the railway company acquired the property but it was demolished when the Exchange Station was built.

- 4.2.122 Another premises not annotated on the 1848 map was The Railway **(35)**, at the junction of Chapel Street and Greengate (Figure 19). This was opened in existing premises in 1840 and first recorded as being run by James Duckworth. The building was demolished in 1881, the last recorded licensee being Henry Chapman.

- 4.2.123 In addition to the numerous, inns, pub and beerhouses, Chapel Street and Greengate also featured a wide range of shops and workshops. Within the development area along Greengate in 1858 there was recorded a corn & flour dealer, butcher, tobacconist, hairdresser, news agent, shoemaker, tailor, greengrocer, brush manufacturer and linen draper. At the same time the north side of Chapel Street featured an iron and steel merchant, a saddler, eating house, hat manufacturer, printer, confectioner, wine and spirit merchant, provisions dealer, shoeing smith and calico roller engraver (Kelly 1958).

The late 19th century

Manchester Exchange Station

- 4.2.124 On the 30th June 1884, the Manchester Exchange Station **(36)** first opened (named Manchester despite being in Salford). The construction of the station had a radical affect on Salford's historic core, wiping out a large proportion of the buildings within the proposed development area, leaving only those with a Chapel Street frontage standing. The station was built to relieve the growing congestion at the neighbouring Victoria Station (L&YR), which lay just across the river to the north-east. Platform space at Victoria had doubled in the years preceding the opening of The Exchange but it remained insufficient to deal with traffic from both LNWR and their direct competitors the Lancashire and Yorkshire Railway (L&YR). The L&YR retained control of Victoria, although LNWR had certain access rights, but eventually the North Western board decided to avoid the issue by building their own station. The Exchange is believed to have been named after the Manchester 'Cotton Exchange' located over the river in nearby Hanging Ditch (Shackcloth 2004, 5); although it may have presumably also been named after Salford's Court House. The Exchange was to be the company's second station in Manchester, the first being at London Road to the south of the city (Simons & Biddle 1997, 310).
- 4.2.125 Combined together, the area of Exchange and Victoria station was only half an acre short of being the biggest railway station in the country, and second only to Waterloo in size. The building was designed by Francis Stephenson, the Designer-in-chief of LNWR (Shackcloth 2004,3). The entrance to the station was built of white stone, designed in the Italianate style with a tall central block, fronted by an impressive iron portico and two three storey side blocks (Figure 20). Behind the main entrance was the double arched train shed each side featuring two platforms (Figure 21). Initially the structure was independent from Victoria Station, although later the two were joined when platforms 4 (Exchange) and 11 (Victoria) were combined (*ibid*).
- 4.2.126 The Exchange Station dominated the view over the river from Manchester Cathedral (Figure 22). It was built on two levels, the main structure being supported on a number of stone arches which raised the height of the platform to match that of the earlier 1840s line. To access the station a new bridge was constructed to the east of Victoria Bridge, known as Cathedral approach, this brought traffic across from Manchester direct to the front of the station. The other main thoroughfare was via the Salford Approach which ran behind Chapel Street. To facilitate this access, Blackfriars Street was extended and the western end of the old town was demolished. At the eastern end of the station, the road had been widened and a platform, Salford Bridge, extended out over the river, providing an additional tram link to Manchester. Pedestrian access was gained via a steep flight of stairs from Greengate and a second flight to the rear of the Royal Commercial Hotel.
- 4.2.127 The 1888 1:500 OS map provides a detailed plan of the station soon after its construction (Figure 23). The main entrance **(37)** featured the refreshment rooms, office, waiting rooms and parcel office, with additional waiting rooms, cloak room and lost luggage, telegraph office and station masters office, arching round to the east. At this point there was originally

a wooden bridge allowing passengers to cross over the line to the opposite platform where there was a second cloak room and left luggage office. This was soon replaced by a wider, wrought iron structure **(38)** which still remains *in-situ* today (Figure 24 and 25). The main booking office **(37)** was at the eastern end of platforms 1 and 2 (Figure 26), and a second office was located to the west of platforms 2 and 4.

- 4.2.128 The station included 4 platforms each with associated signal box. The original LNWR signal boxes were all manual but these were later replaced by power boxes at Deal Street, Victoria West Junction and Irwell Bridge Sidings (Shackcloth 2004, 21). The junction signals were all of a standard 'cluster' type. In addition to the signal boxes, the other primary pieces of platform furniture were the parachute watering tanks, raised circular tanks at the end of each platform (Figure 21). At the western end of platform 1 there was a hydraulic and 45ft turntable used to provide smaller engines with a convenient turning facility (*ibid*, 6) (Figure 23).

Chapel Street and Greengate

- 4.2.129 The construction of Exchange Station effectively left only a small pocket of properties surviving between the north side of Chapel Street and the new Salford Approach road. The southern end of Greengate was completely demolished and replaced by a stone viaduct supporting the station above **(39)** (Figure 29). Part of this process included the demolition of the Cotton Mill **(29)** and Iron Works **(32)** as well as the levelling of some of the worst slum housing in the area, although plenty survived in the surrounding streets. Despite such a dramatic change, many of the Chapel Street front properties remained relatively unchanged.
- 4.2.130 A group of 4 properties survived at the junction of Greengate and Chapel Street **(40)**; these buildings remain standing today (Figure 30). The two buildings at the end of the row (Greengate nos. 5 and 7) appear on the 1848 map and from a visual inspection would appear late 18th or early 19th century in date, although these tall narrow buildings still reflect the divisions of the old burgage plots. Kelly's directory of 1858 lists the rather aptly named butcher, Richard Stockwell at no.5 Greengate and the hairdresser, George Hooley at no.7. By 1908 numbers nos. 5 and 7 had been combined as a single butchers shop run by John Middlesborough (Salters 1908). Today, both buildings are boarded up and vacant.
- 4.2.131 Nos. 1 and 3 Greengate were both built between 1848 and 1888, probably in the 1860s when the Canterbury Hotel **(41)** next door was rebuilt. The whole block **(40)** may have been modified at this time to provide a more unified appearance. The building is three storeys high with four, large paned sashes on the first and third floors (Figures 32). The ground floor was originally a shop and still retains a number of its original features including the large windows and embossed pilasters set with stylised capitals or corbels. Before being rebuilt there had been a confectioners shop at this location, under the ownership of Bibby and Norton (Kelly 1858) and the new building appears to have retained the same function, at least until the early 20th century. In 1908, no. 3 Greengate is still listed as a confectioners shop belonging to Mrs Emma Ward, while no. 7 was a hairdressers, run by Solomon Liverson (Slater 1908). Today, both buildings remain in use as offices.

The Canterbury Hotel

- 4.2.132 Formerly the Clock Makers Arms and Fox's Victoria Music Hall, the Canterbury Hotel **(41)** was probably rebuilt in the late 1860's when much of the block on the corner of Chapel Street was re-developed. The new Canterbury Hotel was an imposing 3 storey building, with a stucco ground floor featuring 4 round headed arched windows and a central door with stressed keystones (Figures 31 and 32). The first floor featured 5 large sash windows with the central window topped with a segmented arch pediment. Above this was a third floor with five plain sash windows. The edges of the building were stressed with a line of quoins helping to distinguish it from its neighbour to the west which was constructed in the same style.
- 4.2.133 John Foster was the Licensee of the hotel in 1860 and later, in 1863, George Woodruff took over the lease. In the same year the hotel and two adjoining shops were purchased by the brewer Thomas Chesters of Chesters Brewery & Co. Founded in 1830, Chesters was based at the Victoria Brewery in Hyde Street before moving to Ardwick in 1850 (Directory of Real Ale Breweries, 19.02.08). In 1870 George Crawford was the licensee and in 1880, George Lawton. In 1893 the pub lost its license after the landlord, Arthur Johnson was accused of unscrupulous dealing, running an unauthorised lottery. The magistrates decided to close the pub as there was felt to be too many licensed premises in the area (one for every 106 people) (Richardson 2003, 3). The buildings then became the Canterbury Plaster Works and in 1908 John Quilliam & Co, surgical plaster manufacturers and JJ Watts & Co, wholesale homoeopathic chemist, were registered at the property (Slater 1908). However the building was still owned by Chesters Brewery and carried an illuminated sign '*Chesters Brewers of Quality*' until the 1930s (Richardson 2003, 3). Today Canterbury House is the headquarters of 'After Adoption' a UK based charity.
- 4.2.134 To the west of the Canterbury Hotel were a row of shops which in 1888 included William Jenner, Iron & Steel merchant (no. 14), Thomas & Taylor, machinists (no. 16,17,18) and Lucy Barnes, cat and dogs meat dealer (Slater 1880). To the rear of this block was a new iron foundry **(42)** opened sometime after 1848.
- 4.2.135 In front of the iron foundry, the Spread Eagle **(17)** still remained as did the King's Head **(10)** to the west. Between the two inns, at no. 29 Chapel Street was Lames Sinclair, a fire extinguisher maker and a grocer, Joseph Braceweel, at no. 30 (Slater 1880). Next to the King's Head on the other side was the Salford Dining Rooms **(43)**, eating house and beer sellers. This establishment continued until 1902 although the police had tried to close it down in 1900 claiming that they could not supervise the premises (Richardson 2003, 4). The building survived until the 1980s. Next to the eating house was another pub, the Palace of Music, formerly the Volunteer Inn **(19)** which later became The Salford Hotel. Next to this was another iron merchant, William Jenner (no. 45) and then the Royal Commercial Hotel.

The Royal Commercial Hotel

- 4.2.136 On the site of the former Black Swann **(20)**, the Royal Commercial Hotel **(44)** was built in the 1860s. It was first called the Amalgamation Inn, and then the Rose and Crown, finally

becoming the Royal Commercial in the 1870s. In the 1880s the Royal was owned by John Foster of the Dawsons Croft Brewery, Greengate but was later bought out by Chesters in 1898 (Richardson 2003, 6). The pub remained open until 1907, when during the brewsters session the police complained that the Royal was '*being used by persons of bad character and drunken men had been seen fighting outside*' (*ibid*). The building remains standing today and retains some of its original features, although it has been extensively modified. The Royal is outside the boundary of the proposed development area.

- 4.2.137 At the end of the row is the Chapel Street Police Station **(47)**, built c.1880 to replace the original police station at the end of the Hardy's Building. The original station, shown on the 1848 OS map (Figure 23), was demolished to make way for the Exchange. The new building was of brick with terracotta dressing and a tower at one end. The structure is an unusual triangular shape to fit into the available land plot. The building is a Grade II listed building, recently converted and refurbished as an architects office. It lies outside the proposed development area.
- 4.2.138 Just east of the police station is a large five storey building **(46)**, which would appear stylistically to date to the early 20th century. In the late 19th century this was the site of Henry Snape & Sons, printers and the home of the Salford Chronicle. The present building first appears on the 1922 OS map. The structure lies outside the proposed development area.

Archaeological Evidence: late 18th and 19th century

- 4.2.139 All of the excavations in the surrounding area (Figure 5) have produced material from Salford's industrial past, although levels of preservation have varied across the area. Closest to the current proposed development area, the GMAU excavation in 1986 produced evidence of brick walls and floors, flagstones and a brick line drain with stone capping, all of which were probably associated with the workers housing on the site in the early 19th century (Trenches 10,14,3) (UMAU 2006, 73-77). They also uncovered walls and features believed to belong to the Wesleyan school established in 1861 (Trenches 4-7, 11-13) (*ibid*).
- 4.2.140 Further north, the UMAU excavation at Greengate and Gravel Street Junction (UMAU 2005) some evidence was found associated with the workers' housing but much had been destroyed by the later Greengate Rubber Factory. During the construction of the factory in 1913 the site had been levelled and graded, removing much of the post medieval and later material. What did survive was fragmentary but the foundations of buildings along Aston Street and Hunt's Court were recorded although preservation was poor (*ibid*, 4-5).
- 4.2.141 The OAN Greengate Towers evaluation produced considerable evidence of 18th and 19th century occupation including numerous walls and flagged and brick floors (OAN 2007, 16). However, there was also clear evidence that later 19th century construction had destroyed earlier deposits. In trenches 7 and 8 a cellar from a 19th century building had cut through earlier material. Similarly in other areas of the site (Area C) earlier archaeological remains had been truncated by later activity (*ibid*). The excavation did reveal some evidence of industrial practices associated with Dawson Croft Mills and the adjacent tannery and size mill as well as the installation of public services including pipes and culverts for both water and sewage.

- 4.2.142 The greatest evidence for industrial activity has come from the UMAU Rylands excavations to the north-west of the proposed development site. Again, later Victorian housing and cellarge had removed earlier remains from much of the site (UMAU 2006, 2) but at the northern edge of the development the remains of an early 19th century iron works which included the site of the engine room, competed with machine bases for a Boulton and Watt steam engine and associated flywheel pit. At the southern end of the area were found the remains of a late 18th century fustian mill and structural deposits associated with late 18th century workers housing. An early 19th century iron works, the King Street Iron Works, at the western side of the site contained a small horizontal steam engine bed, (possibly the earliest identified in Greater Manchester) and associated flywheel pit, wagon boiler base and flue. The remains of two mid to late 19th century Lancashire boilers were also uncovered associated with the King Street Cotton Mills in addition to the flue and chimney base, all in good states of preservation (*ibid*).

The 20th century

- 4.2.143 At the turn of the 20th century the textile and engineering trades were still buoyant in Salford. The opening of the Manchester Ship Canal in 1894 had temporarily reversed the gradual economic decline of the area by breaking Liverpool's monopolistic control of international trade and allowed sea going ships to navigate up the Mersey and Irwell. This enabled Salford and Manchester to expand trade and export manufactured goods worldwide.
- 4.2.144 The coming of the First World War also served to temporarily bolster the economy. The military needed uniforms provided by the Lancashire mills, and the iron foundries and machine workshops were kept busy supplying the front with vehicles and munitions. However, the war also took its toll on the population of Salford, with vast numbers of men signing up with the Lancashire Fusiliers in the first two years of the war (Greenall 1979, 10).
- 4.2.145 The third edition OS map of Salford 1905-6 (Figure 33) shows very little change from 1888 apart from the extension of the tramway from Blackfriars along Chapel Street towards Salford Bridge, to the north of the Exchange. The construction of a tramway linking Manchester and Salford had begun soon after the Tramway Act in 1870. The first public services commenced in 1877 operated by the Manchester Carriage Company. The company continued to run the service until their lease expired in 1901, following which the operation was taken over by the Salford Corporation. Soon after acquiring the lease the corporation converted the horse-tramways to electric traction and an initial order for 100 tramcars was placed with G. F. Milnes & Co. of Birkenhead. On the 1st October 1901 the first electric tram route opened between Kersal Bar and Blackfriars Bridge soon followed on the 21st November by the Chapel Street to Irlams O' Th' Height (via Pendleton) line. In 1903 the last horse drawn carriage was withdrawn. Three years later, when the route to Worsley opened and the tram network was substantially complete, connecting with the lines of other operators through to much of what is now Greater Manchester (MTM, 25.02.08).
- 4.2.146 There are no major changes in the area shown between 1905 and the revision map of 1916. Similarly there is little general change between 1916, 1922 and 1931, although there are major modifications made to the station. Following the First World War the LNWR Company found itself bereft of its three most senior men, the Chairman and the General manager had

both retired by 1921 and the CME had died. Partly due to this and to an increasingly closer relationship with LYR at Victoria, the two companies amalgamated in January 1922 under the LNWR name (Simmons & Biddle 1997, 286). The following year the company merged with the London, Midlands & Scottish Railway (LMS). LMS now controlled both Victoria and The Exchange and measures were taken to streamline operations at both stations (Shackcloth 2004, 21).

- 4.2.147 One of the first changes was the extension of the Exchange's Platform 1, which resulted in the removal of the turntable at the western end of the platform. There were also radical changes to the track layout, offering greater flexibility. Before 1929 there had been no connection between the four LYR lines to the west of Victoria that passed by the Exchange and the four LNWR lines which passed out of the Exchange itself. These were referred to as the north and south lines respectively. Following the merger, crossover lines were introduced allowing trains from Victoria to reach through to North Wales, and those from Exchange to receive and dispatch from the North West and beyond (*ibid*).

- 4.2.148 As a consequence of the unification of the two stations, Platform 3 of the Exchange and Platform 11 of Victoria were extended and joined in 1929 to make the longest continual Platform in Europe (*ibid*). The platform was actually divided into three parts and engines would often depart from Platform 11 Middle. This caused considerable problems with the build up of steam within the confines of the station and old photographs show a number of gazing panels removed from the roof to combat the problem (Figure 21).

- 4.2.149 Following the First World War the textile industry began to fall into decline. Many of the large cotton mills began to close down or diversify. Engineering was still a rising industry and many of the mills were replaced with iron works, foundries and motor works. In 1926 Salford at last became recognised as a city in its own right but by this time the old town centre around Greengate, Chapel Street and Gravel Lane was in an appalling state of abandonment and decay and was targeted for clearance. The 1922 1: 500 scale OS map (Figure 37) illustrates that large areas of the most unsanitary housing around the northern end of Greengate had already been cleared by this date, but the process was halted by the Second World War.

- 4.2.150 To an extent the war speeded up the process of slum clearance as Salford suffered heavy bomb damage as the Luftwaffe targeted the docks, canals, railways and the industry around the city. The Exchange Station was badly damaged when the main building and train sheds took a direct hit in the Blitz of December 1940. This took out much of the original LNWR structure including the grand entrance hall which was afterwards bricked up and replaced with a more utilitarian structure (Figure 35).

- 4.2.151 The 1955 OS map (Figure 37) shows a very different picture of the town's historic core. The basic layout of the area is still preserved but the majority of the housing to the north of the site, around Greengate, Gravel Lane and Bond Street, had been cleared and replaced by industrial development. Exchange Station was still operating but the front entrance had radically changed (Figure 34). Many of the properties along Chapel Street had disappeared after the war, including the Spread Eagle and adjacent buildings. To the rear of the inn, the

Iron Foundry **(42)** had become a tool works and had been extended south up to the road (Figure 36). The King's Head was also demolished, although the outline of the yard still survived. This clearance may have been a result of the bombing campaign which destroyed most of the Station in the winter of 1940-41 (Shackcloth 2004, 5).

- 4.2.152 The other main change in the post war period was the removal of the tramlines and the opening of the Victoria Bus Station **(47)**. The first autobus had been supplied to the Salford Corporation in July 1920 operating between Pendleton and Great Cheetham Street. Seven years later, in 1927, the Salford Corporation won permission to run its bus services outside the borough allowing a gradual increase of the network. In response to the increasing demand the Victoria Bus Station opened in 1937 on land between Victoria Bridge and Cathedral Approach. This lies just to the south of the proposed development area, on the opposite side of Chapel Street.
- 4.2.153 The growth of the bus service was at the cost of the tram network. There were attempts to integrate the two but these all failed and eventually the tram network ceased operating in March 1947.

The decline of Exchange Station

- 4.2.154 After the war the Exchange Station gradually fell into decline. By 1965 only 85 departures left the station and the numbers of staff, which had once topped over 300, were gradually dwindling. Eventually on the 5th May 1969 the station was closed. The buildings remained until eventually demolished in the 1980s.
- 4.2.155 Today the area covered by the Exchange is a car park and there is little of the old station surviving at platform level except for the Grade II listed viaduct **(39)** and the footbridge **(38)**. At street level, the brick arches which support the station all remain *in-situ* and are used by various small business as workshops, garages and further car parking facilities (Figures 38 and 39). When the station was first opened this area would have been used for stabling and cart storage. A number of original features including gates and fittings, rails, drains, cobbled surfaces and the arches themselves, all survive in good condition. At Water Street Viaducts, Manchester (UMAU 2004) an archaeological buildings survey of the arches there revealed detailed *in-situ* evidence of stabling including a row of five timber stalls, haylofts and post-pads.
- 4.2.156 Along Chapel Street the former Canterbury Hotel **(41)** survives and the adjoining building group to the east **(40)**. On the west side of the hotel building is a large vacant plot; formerly the Chapel Street tool works **(42)**. At the south-western tip of the area are three buildings including the remains of the Royal Corporation Hotel but these lie outside the proposed development area.

5.0 ASSESSMENT OF SIGNIFICANCE

Overall significance

- 5.1 A total of forty-seven cultural heritage sites were identified during the study, of which twenty-seven lay within the boundary of the proposed development area (Sites **6, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 22, 24, 25, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42** and **43**). The significance of each site was evaluated during the baseline survey as being of national (1), regional (2) or local (3) significance according to the English Heritage scheduling criteria (see Appendix 1). Overall the Exchange Greengate site was considered to be of **regional** significance given the importance of the area in terms of the historic, cultural and economic development of the city of Salford.

Assessment by criteria

Period

Significance: **2**

- 5.2 Of the forty seven sites identified, two were early medieval in date, ten were medieval or post medieval (Figure 40), ten were 18th century (Figure 41), thirteen were early 19th century, ten were later 19th century (Figure 42) and two were 20th century. There were no prehistoric or Late Iron Age/Roman sites identified within the vicinity of development site.

- 5.3 **Table 2: List of cultural heritage sites according to period**
(those sites within the proposed development area are in **bold**)

Period	No of sites	Site Numbers
Prehistoric	0	
Iron Age/Roman	0	
Early Medieval	2	Salford Ford (1) and Salford Hall (2); both possibly early med in origin.
Medieval/ Post Medieval	10	Chapel Street (3), Greengate (4), Gravel Lane (5), The Historic Core (6), Greengate Market (7), Salford Bridge (8), possible earlier Market Place (9), The King's Head Inn (10), Courtyard Building, which may be the early cloth market (11), later Courtyard Building (12).
18th century	10	Hardy's Building (including early Police Station)(13), Nightingale Court (14), The New Cloth Hall (15), The Barnes & Hardman Brewery (16), The Spread Eagle (17), The Clockmakers Arms (18), The Volunteer Inn (19), The Black Sawn (20), The White Lion (21), The Angel (22).
19th century	23	Victoria Bridge (23), Workers Housing (24), 2 nd Cloth Hall (25), 3 rd Cloth Hall (26), LNWR Railway (27), Engine Houses (28), Cotton Mill (29), Dye Works (30), Horse Bazaar (31), Iron Works (32), The Polytechnic Tavern (33), The Running Horse (34), The Railway (35), The Exchange Station (36), Station Offices (37),

		Iron Footbridge (38), Railway Viaduct (39), Building Group (40), The Canterbury Hotel (41), Iron Foundry (42), Salford Dining Rooms (43), Royal Commercial Hotel (44), Chapel Street Police Station (45),
20 th century	2	Salford Chronicle Offices (46), Salford Bus Station (47)

Rarity

Significance: 2

- 5.4 The historic core of Salford is unique. The area could potentially contain archaeological evidence dating back to the city's foundations in the 13th century (if not earlier) including evidence of medieval burgrave plot ditches, rubbish pits, post holes and building slots. This information could reveal considerable amounts about Salford's early development including whether the town was 'planned' or grew up organically along the two main access roads.
- 5.5 Many of the sites identified during the assessment are important because of their location within this historic core. However, purely on their own merit the most significant sites are considered to be the three Cloth Halls (15, 25 and 26) because they may represent the only known examples of this type of building outside Yorkshire. Cloth Halls of this size were predominantly a factor of the 18th and 19th century Yorkshire woollen trade and are less prevalent in the North West where cotton was the main focus of production. However, Salford, in contrast with Manchester, was built on the trade and manufacture of the more traditional woollen cloth. As such, the sites are an important factor in defining the town's unique cultural heritage and in setting it apart from its neighbour.
- 5.6 The Exchange Station is also significant as one of the major stations associated with the LNWR, and important for its position in establishing the success of that company in the North West. The remaining railway arches are one of only seven similar sites registered on the National Monuments Record (NMR), and directly comparable with three sites: City Station, Leeds; the goods Yard at Bishopsgate, Hackney, and the LNWR yard and stables at Camden.
- 5.7 A total of thirty three were classed as being regionally significant, these largely fell into four main categories: inns and pubs, industrial works, workers' housing and the railway (see below).

Documentary

Significance: 2

- 5.8 A considerable amount of documentary evidence survives for the site, only some of which was explored in the compilation of this report. A wealth of material exists for the town including portmort records, trade directories, census data, company records, insurance data and countless personal accounts including those by Defoe and Engels. There are also numerous pictures and early photographs. Much of this information is held in the Salford Local History Library and in the Manchester Archives. In addition, there is also a

considerable amount of information on the Exchange Station, including an archive held by Network Rail which is currently in the process of being assessed. This might include original plans and elevation drawings.

Group Value

Significance: **2**

- 5.9 The group value of the development area is its location at the core of the historic city. The forty-seven assessment sites represented varying aspects of the development of the town each of which combine together to provide an overall picture of some 500 years of Salford's history. The site lies at the very heart of the medieval town and has the potential to reveal much about the original layout and subsequent growth of the settlement.
- 5.10 The various industrial sites identified across the area provide evidence of the economic impetus behind the subsequent 18th century expansion of the town. The workers' housing reflects the social implications of this exponential growth, as do the numerous pubs and inns along Chapel Street. However, the unity of the historic centre was largely shattered by the construction of the Exchange Station in the late 19th century which has left Chapel Street rather isolated. There is now the opportunity for the new development to reunify the two halves of the town
- 5.11 In addition to the town's historic core, the features and elements of the Exchange Station are also a group within themselves. They have the potential to provide information on the movement of trains in and out of the station, refuelling, public facilities (ticket offices, waiting rooms, toilets), transport to and from the station, goods storage and transport (including the stabling in the arches) and road access.

Historic

Significance: **2**

- 5.12 The site is historically important as the foundation of the city of Salford, tracing a path from medieval manor to one of the most important towns in the industrial North West.

Diversity

Significance: **2**

- 5.13 There is a wide diversity of sites within the proposed development area covering many of the aspects of the town's development. At its most basic there are four major thematic groups: industrial works, housing, inns and pubs, and the railway.
- 5.14 **Industrial works:** the development area includes evidence of all three of the major industries at the heart of Salford's 18th and 19th economic expansion: textile manufacturing, engineering and brewing. During the medieval period there may have been a number of smaller industrial sites operating within the city centre, including the manufacture of woollen cloth which later formed the mainstay of Salford's industrial expansion; evidence of these may be preserved in the archaeological record. One of the earliest industrial works to be

directly associated with the site was the Barnes and Hardman Brewery **(16)** at the eastern edge of the proposed development area. This was quite a large operation given its date. The town was an important centre for woollen trade and manufacture, the importance of which is epitomised in the construction of the successive Cloth Halls. By the 19th century cotton manufacturing was becoming increasingly more important and on the east side of the study area a Cotton Mill **(29)** is constructed on the former brewery site. Associated with the mill was a whole infrastructure of services and related industries including the dye works **(30)** to the south-west and the expansion of workers' housing in the vicinity of the site. There may have also been riverside changes including the improvement and consolidation of wharfs and jetties.

- 5.15 The engineering trade was also an important economic force in the town, eventually eclipsing the textile industry in the late 19th and early 20th century. There is only a small iron foundry (42) within the immediately boundary of the proposed development area but this expands during the first half of the 20th century as the demands on production increases, possibly fuelled by two world wars.

- 5.16 **Housing:** early maps show the potential for medieval housing all along both sides of Greengate and Chapel Street, and up until the mid 20th century timber-framed structures still survived throughout the area. In the late 18th century, as more workers moved into the town, so the demand for housing intensified. The progression of housing development within the town centre is clearly discernible from a study of the cartographic evidence. It began with fairly well laid out developments like the Hardy Buildings **(13)** and Nightingale Court **(14)** but became increasingly densely packed as more and more back-to-back properties were built throughout the 19th century **(24)**. In particular there was a phase of expansion associated with the construction of the new cotton mill and the coming of the LNWR railway line in the 1840s.

- 5.17 All forms of workers' housing are represented within the proposed development area. Of particular significance are the Hardy's buildings **(13)** because they may be the first example of speculative housing development in Salford. The complex also includes the town's police station at the southern end of the building.

- 5.18 **Inns and pubs:** there have been a large number of inns and pubs located in Salford town's centre through the years. Twelve sites were identified within the immediate vicinity of the study area but there were countless others in the surrounding streets. Of particular importance was the King's Head Inn **(10)**, one of the earliest of the inns in the district. This building may be medieval in origin and appears to have played an important role in the historical and cultural development of the town. It was the temporary court house during the 17th century and later the location of the Trinity Church School and the home of Elizabeth Raffald. Other important establishments included the Spread Eagle Inn **(17)**, which was the location of the first public stage coach service to Liverpool, and the Polytechnic Tavern **(33)** which was the first purpose built music hall in Salford. The Canterbury Hotel is also of significant as one of only two surviving inns within the town's historic core; the other being The Royal Commercial.

- 5.19 **The Railway:** the coming of the railway had a massive impact upon the area. The first LNWR line was important because of the huge impact that the improved transport network had on Salford's industrial expansion. However, the construction of the Exchange Station had a far more dramatic change on the area physically. The Exchange was important on a number of different levels. Economically it provided Salford with a link to a countrywide network of rail routes for both passengers and freight traffic. Its location, looking out over the river was a source of civic pride, evident in the Salford City coat of arms emblazoned on the Railway viaduct. The station is also important as a piece of railway, transport and industrial history. However, in terms of the city's cultural heritage it was also disaster, wiping out much of the towns historic core

Survival and Condition

Significance: 2

- 5.20 Key to a consideration of the survival and preservation of any potential archaeology at Greengate is the extent of the damage and destruction caused by the construction of the Exchange Station. Built on two separate levels the station represents a major phase of development in the area which could have considerably compromised any below ground archaeological material. It was also just the last (and most drastic) in a series of phases of clearance and rebuilding within the historic centre. As a result preservation may vary considerably across the site.
- 5.21 **Chapel Street:** this is likely to be the best area of preservation, with the greatest potential for archaeological survival. This area could include evidence of slots and post holes associated with medieval housing; foundations and building footprints of later post industrial properties and evidence of small scale industrial workings like brew houses, bakehouses and farriers. However, the area did suffer considerable bomb damage during the war which may have caused some sub-surface disturbance. Another area of concern would be the iron foundry and later tool works where inspection pits and machine bases may have truncated earlier deposits. Similarly, there are also a number of cellars shown on the 1849 and 1888 1:500 OS maps along the line of Chapel Street (Figure 43). These are also archaeologically significant in their own right with many being used as dwelling.
- 5.22 **The Exchange Station footprint:** the level of preservation here is unknown, although assumed to be quite poor. Any potential survival will really depend on the depth of the railway stanchions, which, given the weight of the whole station above, are likely to be down into bedrock. This was found to be the case at Water Street, Manchester where an archaeological watching brief during geotechnical testing found the railway viaduct excavated down to the natural geological formations (UMAU 2004, 15). However, some earlier material was found to still survive *in-situ*, including a hand-made brick wall and other features associated with a former dye-works (*ibid*, 15). Within the station footprint the areas of potentially greatest archaeological survival are in between the arch piers where relatively undisturbed deposits could be preserved. Deposits here may be relatively close to the surface, possibly just under the cobble sets. This area has the greatest potential to preserve archaeological evidence of the medieval burgage and garden plots still seen preserved on

the early 17th century maps of the area, as well as the remains of later structures including the 2nd Cloth Hall (25).

- 5.23 Another factor which may effect archaeological survival would be the pre-1880 ground levels prior to the construction of the Exchange. Early 19th century maps show steps leading back from Chapel Street into the interior of the site which would suggest higher or lower natural ground levels to the rear of the street. Consequently, the ground may have been substantially raised or levelled prior to the construction of the station. All of these factors will need to be assessed through archaeological evaluation.

- 5.24 Assuming the construction of the Exchange has compromised the survival of archaeological deposits across much of the site, there is still the potential for the survival of certain deep features associated with industrial processes. This was found to be the case at the Rylands (UMAU 2006) where machine bases, flywheel pits, flues and chimneys bases were all found to survive despite Victorian housing development across much of the site. This may be particularly pertinent in those areas associated with the dye works (30) and the brewery (16) and Cotton Mill (30).

- 5.25 As with elsewhere on the site, 19th century cellars may have truncated earlier deposits (Figure 43) although these are also important in their own right as some were used as dwellings during the 18th and 19th centuries.

- 5.26 **The river frontage:** there is only a limited area of river frontage in the proposed development. This is restricted to the eastern edge of the site, but there could potentially be waterlogged deposits preserved behind the late 19th century river wall. There may also be evidence of early wharfs and revetment walls in the area.

- 5.27 In an area so close to the Irwell there is also the potential for the survival of earlier river courses and the possibility for palaeo-environmental material, however, given the extent of later development this is highly unlikely.

Potential

Significance: **2**

- 5.25 As a group, the sites greatest potential is in understanding more about the development of the city including the foundation of the settlement, the pattern of its growth, the form of its early buildings, industrial expansion, workers' housing, sanitation and related services and aspects associated with railway history.

- 5.26 Anticipated archaeological evidence might include:

Foundations of the town: evidence for medieval (possibly early medieval?) occupation including pits, boundary ditches associated with burgage plots and other land allotments, evidence of structures included post holes and foundation slots, early industrial activity and environmental material.

Industrial expansion: evidence of various production and finishing processes (vats, kier bases, machine bases, channels, floors, walls), power transmission (engine bases, flywheels pits, water wheel pits, flues, furnaces, boiler bases), water systems (channels, tanks, pipes, filters), storage (structural evidence of walls and surfaces) and transport (roads, stables, wharfs).

Housing: medieval urban housing forms (stone foundations, post pads) and later industrial workers' housing forms (floors, walls), sanitation and services (pits, channels, drains, fittings).

Inns and pubs: building forms and accommodation (walls, floor foundations), the nature of ancillary buildings and yards (floor surfaces, walls and pits), the possibility of domestic brew houses (vats, pits, structural evidence).

The Railway: surviving structural evidence at platform level including the viaduct **(39)** and footbridge **(38)**. There may be also sub-surface remains associated with the station including the footprint of the entrance hall and offices **(37)** but such good pictorial and documentary evidence already exists for these that they are not considered a priority. However a comprehensive record of the surviving extant railway structures, including the area of below the arches should be undertaken and might reveal more information about how the station functioned in its heyday.

6.0 RESEARCH POTENTIAL

6.1 The following section assesses the research potential of the development area based on the Regional Research Framework for the North West (Mark Brennand *et al* 2007).

6.2 **Table 3: Research potential**

Research Aim	Discussion
Medieval: urban settlement; technology and production	<p>The site could potentially provide a greater understanding of the development of Salford in terms of the transition from medieval manor to urban settlement including: the layout of the town (was it planned?); the layout of burgage plots within the historic core; the form of the street frontage, the use of ground to the rear, building forms; the nature of urban life including environmental evidence (Brennand <i>et al</i> 2007, 104).</p> <p>There is also the potential for evidence relating to early manufacture in the town including workshops, forges and brew-houses (<i>ibid</i>, 112-3).</p>
Post Medieval: buildings archaeology;	Potential for evidence of urban building forms particularly with regards the King's Head Inn (10) (<i>ibid</i> 2007, 117-8).

technology and production; defence, warfare & military activity	The development of the town layout (<i>ibid</i> , 122). Possible evidence of civil war fortifications (<i>ibid</i> , 131-2)
The Industrial and Modern Period: buildings archaeology; the urban landscape; technology and production	<p>Standing buildings associated with the site include the substantial remains of the railway viaduct (39), arches (37) and footbridge (38), as well as the Canterbury Hotel (41) and associated building group (40). In addition, the layout and forms of other buildings may be preserved below ground, in particular the evidence of workers' housing including the Hardy's Building group (13) (<i>ibid</i>, 138-139)</p> <p>The pubs and inns along chapel street are a potential source of information regarding the past-times and cultural activities of the period, particularly the Polytechnic and the Canterbury Hotel which were both known to be music halls (<i>ibid</i>, 144).</p> <p>The brewery (16), cotton mill (29), dye works (30) and Iron Foundry (42) are significant in terms of our understanding of the industrial development of Salford and there is considerable scope for further documentary and historical research in these areas. There is also the potential for the survival of archaeological material associated with these structures, although levels of preservation will vary across the site (<i>ibid</i>, 154-8)</p>

7.0 PLANNING BACKGROUND

Designations

- 7.1 All cultural heritage designations were checked including: Scheduled Monuments, Listed Buildings, Conservation Areas, Registered Parks and Gardens and Registered Battlefield Sites. The south-eastern corner of the proposed development area is included in the Cathedral Conservation Area (Figure 6). It also includes a grade II listed building, the Railway Viaduct and Retaining Walls (No. 949-1/21/45). Two other listed buildings, Victoria Bridge (Grade II) and the Chapel Street Police Station (Grade II) are within the immediate vicinity but not part of the current development.

Planning policies

- 7.2 Planning policies relevant to this development including PPG 16 'Archaeology and Planning', the 'City of Salford Replacement UDP 2004-16' (UDP) (adopted 2006) and 'Salford City Council Planning Guidance – The Exchange Greengate (2007)'.
- 7.3 Outline planning permission has already been granted for the proposed scheme (06/53596/OUT) subject to the following archaeological conditions being met:

Condition 14: *No development/demolition shall take place until the applicant has secured the implementation of a programme of archaeological work for each phase of development in accordance with a written scheme of investigation (WSI) that has been submitted by the applicant and approved in writing by the Local Planning Authority.*

Condition 19: *The applicant will submit a scheme for display of industrial archaeological remains, in areas of open space within the Exchange area, commemorating the railway heritage and archaeology of the site. Such scheme shall be implemented in full in accordance with the approved details and timetable*

PPG 16 'Archaeology and Planning' (1990)

7.4 PPG16 (1990) on Planning and Archaeology (HMSO 1990a) sets out the government's policy with respect to archaeology and planning. Where nationally important remains, whether scheduled or not, and their settings are adversely affected by proposed development there should be a presumption in favour of their preservation. In cases involving archaeological remains of lesser importance the planning authority will need to weigh the relative importance of the archaeology against other factors, including the need for the proposed development.

7.5 The current document forms the first stage in this process in assessing the potential of the survival of archaeological remains in or around the development area. Subsequent to the results of the assessment the client will almost certainly be asked to arrange for further archaeological field evaluation to be carried out in accordance with Condition 14 of the planning consent (Para 7.3).

7.6 Where archaeological remains are found to survive within the development area the client must make

'...appropriate and satisfactory provision for the excavation and recording of the remains. Such excavation and recording should be carried out before development commences, working to a project brief prepared by the planning authority and taking advice from archaeological consultants' (PPG16, para 25).

This may include the recording of standing buildings including the Exchange Station and those properties along Chapel Street which are in the development area.

7.7 Listed building consent will be required for the proposed changes to the railway viaduct. According to the Salford Council Conservation Officer this has already been submitted and approved (Joe Martin pers. com).

City of Salford Replacement UDP (2004-16)

7.8 The City of Salford Replacement UDP (2004-16) has policies protecting archaeological sites and historic buildings. These policies cover nationally, regionally and locally important archaeology (CSUD, 29.02.08).

Policy CH5 recognises the importance of archaeological remains to the city's heritage and states that: *'where planning permission is granted for development that will affect known or suspected remains of local archaeological value, planning conditions will be imposed to secure the recording and evaluation of the remains and, if appropriate, their excavation and preservation and/or removal, prior to the commencement of the development'*

The explanatory notes go on to state:

'Wherever possible, development should be located and designed so as to avoid damage to archaeological remains, ensuring that they are preserved in situ. Where this is not possible, or appropriate, the developer will be required to make suitable provision to ensure that the archaeological information is not lost, and in many cases to secure the preservation of the remains' (13/17).

Salford City Council Planning Guidance – The Exchange Greengate (2007)

- 7.9 Specifically regarding the Exchange development, Salford City Council Planning Guidance (2007) reiterates the Policy CH5 of the UDP.

Policy EG20 states: *'In order to improve the understanding of the evolution and character of historic Salford, no development or demolition will take place in the Greengate area until a developer has secured the implementation of a programme of archaeological works'*

8.0 ASSESSMENT OF DEVELOPMENT IMPACT

- 8.1 Currently only outline plans are available for the proposed development; more detailed plans are awaiting the results of outstanding surveys. Planning application has been granted for the development of six residential blocks (ranging from 5 to 20 storeys high), three office blocks (ranging from 8 to 16 storeys high) and a twenty storey hotel and residential block (Figure 44). All of these are at podium level with associated multi-storey car parking below. In addition there are plans for retail and commercial floor space at both ground and podium levels (06/53596/OUT). Site clearance will be undertaken in three main phases (Figure 44).
- 8.2 **Phase 1 (April 2009):** This is the largest phase of work and will entail the demolition of most of the surviving elements of the Exchange Station at both podium and ground level. This will include the demolition of those railway arches in Phase I and the buildings at the corner of Greengate and Chapel Street **(40, 41)**, but not the listed viaduct and revetment wall **(39)**. All of the 1888 arches will be demolished up to the line of the earlier 1840s viaduct (the green line on Figure 4). There will be no changes to the 1840s arches which support the existing railway line.
- 8.3 There will be some minor changes to the listed railway viaduct **(39)**. The viaduct walls will be retained but the parapet above Greengate will be removed, as will the stairs from the podium level down to Salford Approach. Listed building consent has been sought and

approved with regards these changes (Joe Martin, City of Salford Conservation Officer pers. com.). The iron footbridge **(38)** will also be removed as part of this phase of work. There may also be remains of the station under the tarmac at podium level.

- 8.4 The buildings at the corner of Greengate and Chapel Street will be demolished. This will include the nos. 1 to 7 Greengate **(40)** and the Canterbury Hotel **(41)**.
- 8.5 All demolition debris (except the sets) will be removed off site and the overall ground surface across the whole area reduced by approximately 0.5m below current levels (approximately 27m OD). However, although this is a relatively minor level of reduction, the demolition of the arches and other buildings in Phase I, and the subsequent removal of material, will have a major impact on surfaces across the site and could cause considerable damage to any surviving below ground archaeology. This will be largely affected by the ground preparation used in advance of the stations construction the 1880s and to whether the surface was levelled (truncating earlier deposits) or raised (contributing to preservation); this information should be assessed through evaluation.
- 8.6 Sites identified within Phase I include (Figure 45): Greengate Street **(4)**, the Courtyard Building (possible cloth market) **(11)**, Later Courtyard Building on **(12)**, 1st Cloth Hall **(15)**, Brewery **(16)**, The Spread Eagle **(17)**, The Clockmaker's Arms **(18)**, The Angel **(22)**, Worker Housing **(24)**, The 2nd Cloth Hall **(25)**, The Cotton Mill **(29)**, Dye Works **(30)**, Horse Bazaar **(31)**, The Polytechnic Tavern **(33)**, The Running Horse **(34)**, The Exchange Station **(37)**, Footbridge **(38)**, Building Group **(40)**, Canterbury Hotel **(41)** and the Iron Foundry **(42)**. Of these, the greatest potential for archaeological survival (outside the extant buildings) will be the industrial works including the dye works and brewery/cotton mill site in the north-east corner of the development area.
- 8.7 **Phase II (2010):** This will entail the clearance of a small area of land along Chapel Street. The greatest impact here will be upon any remains associated with the Spread Eagle Inn **(17)** and possible the King's Head **(10)**. Later disturbance from the extension of the later Iron Foundry **(42)** may have disturbed archaeological deposits here (Figure 45). The area is presently a vacant lot. Overall ground reduction is intended to be approximately 0.5m.
- 8.8 **Phase III (2013):** This lies at the western side of the site. Clearance will involve the demolition of the railway arches on the north side of the area and the reduction of ground levels by approximately 0.50m across the whole phase. As with Phase I could also be considerable disturbance of sub-surface deposits during demolition.
- 8.9 The main sites which could be affected by Phase III are: The Kings Head Inn **(10)**, The Hardy's Buildings (including police station), The Volunteer Inn **(19)**, The Exchange Station **(36)** and The Salford Dining Rooms **(43)**.
- 8.10 At present, decisions regarding construction methods have not been finalised, although displacement piles will be used. At ground level, the intention is to reduce the whole area by 0.5m and then to build up to the current podium level to provide parking facilities for residential and office use. There are no planned changes to road or outside services.

- 8.11 Based on current information, the main archaeological impacts can be grouped in three main elements:

Standing buildings: there are a number of standing historic buildings and structures on the site which will be demolished as part of the current proposals. Those buildings to be demolished are: The railway arches, The Canterbury Hotel **(41)** and adjacent Building Group **(40)**, the Iron Footbridge **(38)** and elements of the listed Railway Viaduct **(39)** (steps and parapet). All of these structures will need to be archaeologically recorded prior to demolition.

Proposed Building footprints: based on the existing development plans the greatest impact will be from piling for support of the replacement podium platform which may be estimated to cover the same percentage of the site as the former railway arches. In terms of the main building footprints, the focus of impact will be on the west side including the potential remains of the 2nd Cloth Hall **(25)** on the north side of the site, and workers housing **(13, 14 and 24)** to the west. Along the south side of the area there are a number of site along Chapel Street, including The King's Head **(10)** and the Spread Eagle **(17)**; preservation here is believed to be better than elsewhere on the site. On the East side, of the buildings avoid much of the archaeology, although still affect will be the Cotton Mill/Brewery **(16, 29)**, the Polytechnic Inn **(33)** and the Angel **(22)**. However, again, the support piling will cover much of the area.

General levels of disturbance across site: the demolition of the arches and other standing masonry will cause a general level of ground disturbance across the whole site. The predicted levels of impact will depend on the types of demolition methodology to be used and whether below ground obstruction will be excavated for removal. However, given that archaeological deposits could start quite close to the present day surface. It is, therefore, recommended that, where possible, all archaeological excavation be completed prior to the start of demolition works.

9.0 RECOMMENDATIONS FOR MITIGATION

- 9.1 At present, the greatest impact upon any potential below ground archaeology is believed to be from piling associated with the support of the podium level, as well as any additional supports and foundations for the proposed buildings. A more detailed analysis of the archaeological impact cannot be determined until specific construction plans are available but given the relatively even spread of archaeological sites across the area it is unlikely that the levels of impact could be adequately mitigated against by changes to construction design, which could be discussed post evaluation.

Archaeological Evaluation

- 9.2 The key factor with regards the archaeological resource at Greengate is the level of preservation anticipated across the site. The proposed development is largely constrained within the footprint of the former Exchange Station, built at the end of the 19th century, the construction of which may have already destroyed much of the earlier archaeology. An assessment of the impact of the 1880s development would undoubtedly have been far more

extensive than that predicted above, particularly given the size of the brick piers supporting the station. An assumption largely supported by observations made during the recent archaeological watching brief of geo-technical investigations which found the overall depth of deposits across the site to be less than 1.00m and largely made up of demolition levelling and debris with very limited evidence of archaeological features (Appendix 2). However, pockets of archaeology could be preserved in some of the areas. It is, therefore, proposed that a programme of evaluation be undertaken across the site to determine levels of preservation and survival as well as the form, nature and extent of surviving archaeological deposits. This should be targeted at specific areas of interest, such as the 2nd Cloth Hall (25) and the King's Head (10), but also provide a more general indication of conditions across the whole area; this will help to limit the need for further excavation.

- 9.3 A total of twenty-eight evaluation trenches are proposed as illustrated in Figure 46 and summarised as follows:

Table 4: Proposed evaluation trenches

Trench	Size (area m ²)	Reason
1	2 x 20 (40)	Investigating and assessing preservation of the Cotton Mill (29) and former Brewery site (16)
2	2 x 20 (40)	Investigating and assessing preservation of the Cotton Mill (29) and former Brewery site (16)
3	2 x 8 (16)	Investigate area of former Cloth Market (15) and possibly the Dye Works (30)
4	2 x 10 (20)	Investigate area of former Horse Market (31).
5	2 x 10 (20)	Investigate area of former Cloth Market (15) and possibly the Dye Works (30)
6	2 x 10 (20)	Investigate area of former street frontage
7	2 x 20 (40)	Investigating Dye Works (30) and earlier Courtyard Building (11) and 1 st Cloth Market (15)
8	2 x 30 (60)	Investigating potential remains of Dye Works (30), The Polytechnic Tavern (33) and The Angel (22)
9	4 x 20 (40)	Section across former burgage plots.
10	2 x 10 (20)	Section across workers housing and possible post medieval Courtyard Building (12)
11	2 x 10 (20)	Investigation of the area around the 2 nd Cloth Hall (25).
12	2 x 10 (20)	General sampling and investigating plots visible to the rear of Greengate and Chapel Street on the 1741 map of Salford
13	2 x 10 (20)	General sampling and investigating plots visible to the rear of Greengate and Chapel Street on the 1741 map of Salford
14	2 x 10 (20)	Section along front of Chapel Street sampling street front and back plots.
15	2 x 10 (20)	Section along front of Chapel Street including the Spread Eagle Inn yard (17).
16	2 x 30 (60)	Section along front of Chapel Street including the Spread Eagle Inn (17).

17	2 x 15 (30)	Trench within footprint of The Canterbury Hotel (41) (post demolition).
18	2 x 20 (40)	Section along front of Chapel Street including the King's Head (10).
19	2 x 10 (20)	Section across King's Head Yard (10)
20	2 x 10 (20)	Section across front of Chapel Street including The Volunteer (19)
21	2 x 10 (20)	Section to the rear of the Volunteer (19), may find evidence of brew-house
22	2 x 20 (40)	Trench across interior of Historic Core, could include remains of King's Head Yard.
23	2 x 20 (40)	Investigating Workers' Housing (21) and the Hardy's Buildings (13) and potential medieval deposits surviving in Historic Core (6)
24	2 x 30 (60)	Trench along remains of the Cloth Hall (25) and interior of Historic Core (6)
25	2 x 20 (40)	Investigating Workers' Housing (21) and the Hardy's Buildings (13) and potential medieval deposits surviving in Historic Core (6)
26	2 x 20 (40)	Investigate remains of the Hardy Buildings Police Station (13). Location of trench will depend on plans for road modifications.
27	2 x 10 (20)	Investigating the Hardy's Buildings (13) and potential medieval deposits surviving in Historic Core (6)
28	2 x 10 (20)	Investigating Workers' Housing of Nightingale Court (14) and potential medieval deposits surviving in Historic Core (6)

9.4 The total area covered by the evaluation trenches is 866m² which is 4.3% of the total site (2ha). This is believed to be an acceptable evaluation sample for an urban area.

9.5 The trenches have been laid out according to Phase. Trenches 1-17 are in accordance with Phase I and II of the present development proposal (Trench 17 will need to follow the demolition of the houses along Greengate), trenches 17-28 are in the area of Phase III. The logistical difficulties of the site have meant that trenches are located within the spaces between the railway arches. These have been checked out and agreed on site with the County Archaeologist. Every effort has been made to balance the needs of the archaeology with the logistical problems of the site as well as trying to allow for continued use of the car parking area during evaluation. However, some trenches may need to be moved, especially those in Phase III (and Trench 17) which may need further consideration. The most cost

effective approach would be to undertake the evaluation as one phase but this may not prove altogether practical and will need to be assessed closer to the time.

- 9.6 There are practical difficulties associated with excavation within such a limited space and these will need to be assessed and discussed in advance of a final evaluation strategy. There is enough clearance at basement level for machine access, a 7 tonne mini digger being recently used during the geo-technical surveys, although there is an issue with ventilation. The positions of general services also need investigating particularly those regarding the live railway line.
- 9.7 Based on the results of the evaluation phase, an appropriate mitigation strategy will then need be discussed, and agreed, with the Greater Manchester Archaeological Unit, archaeological advisors to the Salford City Council. This might include a programme of more extensive excavation and/or an archaeological watching brief. All archaeological work on site will need to be subject to a Written Scheme of Investigation (WSI) approved in advance by the Greater Manchester Archaeological Unit.
- 9.8 It should be remembered that a number of industries have been located on or near The Exchange site over its history including dye (and bleaching?) works, iron production, textile manufacture and brewing, some of which would have involved toxic and hazardous substances and the potential health and safety risk will need to be considered in advance of any on site excavation.

Buildings Recording

- 9.9 In advance of demolition, it is recommended that a standing building survey be conducted of the building group on the corner of Greengate and Chapel Street (40 and 41) and any extant remains associated with the former Exchange Station, including the viaduct arches.
- 9.9 **The Exchange Station:** an English Heritage Level 3 record is recommended for the station arches, this involves a drawn (metric survey), photographic and written survey of the structure. Based on a preliminary visual investigation of the site, the viaduct appears to have been constructed from a limited set of modular arch types which were then repeated across the structure. It is recommended that only a sample of each of these types need be recorded in detail and marked on a ground plan. The rest of the area could then be adequately recorded by photographic survey. Original construction plans for the station may be included in the Network Rail archive which is currently being assessed. This would reduce the amount of site survey necessary to adequately record the building.
- 9.10 It is recommended that other sites be recorded by a Level 2 buildings survey (including the iron footbridge). This would involve a written and photographic survey of the site and the location of identified sites on a basic ground plan (possibly the 1888 1:500 map). There may also be archaeological deposits associated with the station preserved under the tarmac of the car park but it is believed that enough documentary material already exists as an adequately record of these aspects of the station.

- 9.11 A record will also need to be made of those elements associated with the listed viaduct that will be demolished as part of the listed building consent. It is recommended that photographic survey should adequately provide a suitable record.
- 9.12 **Buildings (40) and the Canterbury Hotel (41):** only an outside inspection of these properties has been possible but it is recommended that a Level 2 written and photographic survey be conducted of the group.

Geotechnical Test Pitting

- 9.13 A programme of geo-technical test pitting was undertaken in April 2008. The aim of the programme was in part to determine the depth and form of the piers associated with the railway arches, hence most of the test pits were against the bases of the structure with only limited impact across the wider area. An archaeological watching brief was recommended and approved for this programme of work, the results of which are included in Appendix 2 of this document and have helped to finalise the later evaluation strategy.

10.0 CONCLUSION

- 10.1 The Exchange, Greengate lies on the southern edge of a triangular area which forms the heart of Salford's historic core. A total of forty-seven cultural heritage sites have been identified within the vicinity of the proposed development, of which twenty-seven lay within the immediate boundary of the site. These cover some 500 years of Salford's history and could potentially advance our understanding of a number of aspects of the city's heritage including the foundation of the settlement, the pattern of its growth, the form of its early buildings, the progression of industrial expansion, workers' housing and conditions, and aspects of railway history associated with the Exchange Station (from which the site gets its name). However, the construction of the station in the late 19th century may have potentially disturbed and eradicated much of the earlier archaeology in the area; a supposition which will need to be confirmed by further archaeological evaluation
- 10.2 Sites within the project area fall into five main brackets each associated with a particular aspect of the city's growth: the town's foundation; industrial activity, workers' housing, inns and pubs and the railway. Eleven medieval, or immediately post medieval sites, were identified, these include Greengate and Chapel Street themselves, which formed part of the original layout of the medieval town. Early maps of the area show burgage blocks extend back from the street frontage along both roads with further garden plots to the rear. A number of other sites may also have medieval foundations.
- 10.4 Four industrial sites were identified, although these largely lie on the eastern side of the development area and include the Barnes and Hardman Brewery (18th century), Greengate Cotton Mill and an associated dye works (19th century). A fourth site, an iron foundry (19th century) and later tool works, lies along Chapel Street on the south side of the site. Workers' housing associated with these industries, and others in the area, have been identified across the area, progressing from west to east from the 18th to 19th century. Of

particular interest is a possible early example of a speculative housing development, The Hardy Buildings (13), on the west side of the area. The study also identified twelve inns and pubs within the project area, serving the rapidly expanding urban population.

- 10.5 The coming of the railway in the mid 19th century had a dramatic impact on Greengate. The LNWR line, constructed in the 1840s, effectively divided Salford's historic core in two, then later in the 1880s the construction of The Exchange Station levelled the whole of the south side of the town. However, the construction of the Exchange was important in the growth of the city. Economically it provided Salford with a link to a countrywide network of rail routes; it was also a focus of civic pride dominating views out over Manchester, and is in itself is an important piece of railway, transport and industrial history. At platform level much of the station was demolished in the 1980s although a substantial network of railway arches are still preserved at street level.
- 10.6 The archaeology of the Exchange, Greengate has been assessed using a number of criteria and it is believed to be of regional significance given the importance of the site to the development of the city. However, the construction of the Exchange Station, and various other phases of earlier development, may mean that archaeological preservation will vary considerably across the site, the best preserved areas being along Chapel Street.
- 10.7 At present, the proposed Exchange development is only at the outline stage and final decisions regarding construction methods are dependant on the results of further surveys. Based on the available information the greatest impact upon any potential below ground archaeology is believed to be from piling associated with the support of the podium level structure, as well as any additional supports and foundations for the proposed buildings. This may need to be assessed in more detail when further plans are available.
- 10.8 The main factor in assessing the potential archaeological impact of this development is the level of predicted preservation across the site. The construction of the 19th century station might have already destroyed much of the earlier archaeology but at similar sites excavated in Manchester (Water Street, UMAU 2004) substantial pockets of material were found to survive in between the brick piers.
- 10.9 In April 2008, Archaeo-Environment undertook an intermittent watching brief during a programme of geo-technical test pitting across the area of the planned Phase I development. A total of ten Trial Pits (TPs), to assess the depth of the building foundations, and twenty four Contamination Trial Pits (CTPs) were dug across the site. Of the latter, seven were at basement level and seventeen were at podium level, the height of the former station platform. The TPs and podium level CTPs provided some indication of the construction and form of the former station but it was the seven basement level pits which provided important information on the potential survival of archaeological remains. The depth of archaeological deposits across the site was found to be less than 1.00m in most cases. These deposits were primarily mixed demolition debris and rubble with indication of structural remains found in only one trench (CTP2). This would suggest that the site was levelled and graded prior to construction of the station. However, deeper foundations and wall footings may be preserved, especially on the east side of Greengate.

- 10.10 Based on the information in this document and the results of the recent archaeological watching brief it is proposed that a phase of archaeological evaluation be undertaken across the site to establish the nature and extent, date, integrity, level of preservation and relative quality of any surviving archaeological material. A programme of 28 evaluation trenches has been proposed and preliminarily agreed with the Greater Manchester County Archaeologists. These cover all three phases of the proposed development although additional trenches may need to be considered for the western end of Phase III. These trenches are intended to target areas of specific interest highlighted in the desk based assessment as well as a percentage of the overall site area.
- 10.11 In addition to the buried archaeology there are also a number of standing structures on the site which will require appropriate recording. These include the extensive network of support arches under the former station as well as an iron footbridge at podium level. It is recommended that an English Heritage level 2/3 survey of these be undertaken. Similarly there are four standing buildings at the corner of Greengate and Chapel Street, including the former Canterbury Hotel which will also need to be recorded, although possibly at a lesser level than the station.
- 10.12 A Written Scheme of Investigation (WSI) will need to be produced for both the evaluation and the building recording elements and agreed in advance with the County Archaeologist. Consultation with the Salford Conservation Officer and Network Rails Environmental Officer (owners of the site) is also highly recommended. Based on the result of the evaluation/recording stage an appropriate mitigation strategy will need to be agreed with the County Archaeologist, this may include a programme of more extensive excavation and/or watching brief and recording

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SITE GAZETTEER

The following gazetteer contains supplementary information for each of the archaeological sites listed in the main report text.

For each site the following information is provided as appropriate.

Site number: The site number utilised in the archaeological assessment

SMR number: The Greater Manchester Sites and Monuments Record number

LB: Listed Building and grade

Grid reference: A 10-figure national grid reference

Classification: A classification for the site or feature

Period: A date for the initial construction of the site or feature

Description: A description of the site or feature

References: The primary documentary or cartographic source material

APPENDIX 1

SITE GAZETTEER

The following gazetteer contains supplementary information for each of the archaeological sites identified in the within the development area.

Site: 1 **SMR** **LB:** **NGR:** SJ 8379 9881

Name: Salford Ford **Period:** Early medieval?

References: Map of Manchester and Salford, c 1650, Hill's map of Salford, 1740, Casson & Berry's map of Manchester and Salford. Place name evidence.

Description: Location of medieval ford suggested by road layout on the earliest maps of the area which show a break in the properties at the junction of Greengate and Chapel Street (Sergeant Street) and a track leading down to the rivers edge. In the 19th century there was still a sloping gravel path here called 'Stanihurst' where coaches and carts would be driven down to the river to have their wheels washed (UMAU 2006, 30). The origin of the ford is unknown but is assumed to be medieval in date, but could be earlier. It was located just south of the proposed development site, underneath what is now Cathedral Approach.

Significance: Local/regional

Potential impact: None, outside proposed development site.

Anticipated preservation: Poor to Moderate

Site: 2 **SMR** 256 **LB:** **NGR:** SJ 8367 9874

Name: Salford Hall **Period:** Early medieval?

References: Domesday Survey *'the men of the manor, and of Salford, did not do customary work at the King's Hall'* (UMAU 2006, 31); 13th century reference to *'one toft in Salford by the bridge'* still held by the king as demesne land (ibid); reference in 1455 to a property known as 'Salford Hall' held by Edmund Radcliffe which in 1540 passed to Andrew Barton who sold it to the Byrom family for £56 described as *'one chief messuage called Salford Hall, with all lands, garden &c'* (Farrer & Brownbill 1911).

Description: A Salford Hall, belonging to the Byroms, was known to be located on the south side of Chapel Street, to the west of Salford Bridge. A number of early photographs of the area feature a timber framed building, known as The Fisherman's hut, which is believed to have been part of the remains of the Byrom's hall. This building was demolished in the 1890s. The hall was believed to be 16th century in date but may have incorporated elements of an

earlier structure. The site lay just to the south of the proposed development area, partially covered by the widening of Chapel Street.

Significance: Local/regional

Potential impact: None, outside proposed development site

Anticipated preservation: Moderate

Site: 3 **SMR** **LB:** **NGR:** SJ 8354 9870
SJ 8374 9879

Name: Chapel Street **Period:** Medieval

References: Appears as 'Sergeants Street' on Map of Manchester and Salford c.1650; is Salford front on Casson & Berry's map of 1741; first appears as Chapel Street in Raffald's directory of 1772; appears as Chapel Street in all later maps.

Description: Street forming the east to west boundary of the old historic core of Salford. Originally ran from Salford Bridge to Holy Trinity but by the early 18th century had extended further west.

Significance: Local/regional

Anticipated preservation: Good to moderate

Potential impact: There could potentially be some impact along the southern side of the development (Phase II & III) with regards earlier street frontages and or other features. Survival here should be assessed during evaluation.

Site: 4 **SMR** 775 **LB:** **NGR:** SJ 8374 9879
8359 9899

Name: Greengate **Period:** Medieval

References: Appears as 'Grenegate Streete' in 1536 (UMAU 2006, 14) and frequently appears in portmote records from 1597 to 1669. Appears as Greengate on Map of Manchester and Salford c.1650 and as 'Back Salford' on Casson & Berry's map of 1741, but is again Greengate on Hills map of 1794. It continues to appear as Greengate on all later maps

Description: Street forming the eastern arm of the triangle marking the historic core of Salford; included the medieval market place at the northern end.

Significance: Local/regional

Potential impact: Greengate forms part of the public realm, providing access from the market place down to area of the former bus station. Plans are to widen the road which would have

implications with regards evidence of earlier road surfaces, but this is public realm work and not part of the ASK development. However, there could potentially be earlier road alignments, roadside ditches or other features which might be affected and should be assessed during evaluation.

Anticipated preservation: Variable

Site: 5 **SMR** **LB:** **NGR:** SJ 8359 9899
8354 9870

Name: Gravel Lane **Period:** Medieval

References: Appears as 'Gavel Hole' in early portmote records (UMAU 2006, 14). First appears as Gravel Lane on Casson & Berry's map of 1741 and continues in all later maps and plans of the town.

Description: street forming the western arm of the triangle marking the historic core of the city of Salford. However, shown as little more than a lane on earlier maps and does not fully develop until the 17th century, therefore, much later in date than Chapel Street and Greengate. The road may have developed as a means to connect Chapel Street with the new market at the northern end of Greengate.

Significance: Local/regional

Potential impact: No impact, remains of Gravel Lane restricted to the north side of the railway lines, the western end of the road being demolished during the expansion of Blackfriars in the 1880s.

Anticipated preservation: Variable

Site: 6 **SMR** **LB:** **NGR:** SJ 8362 9884
(centre)

Name: Historic Core **Period:** Medieval

References: First appears on map of Manchester and Salford c.1650 but is clearly earlier and almost certainly medieval in origin.

Description: Triangular area formed by Chapel Street, Greengate and Gravel Lane that forms the medieval core of Salford. May be a planned town laid out by the king as part of the demesne lands, or could have developed organically along the main routes leading to Salford Bridge, the primary crossing place over the Irwell.

Significance: Local/regional

Potential impact: Development will impact upon the southern side of the area, along Chapel Street. This area has been heavily industrialised over the past 300 years, culminating in the construction of the Exchange Station in 1880. However, the area of the immediate street frontage has been less disturbed and may yield better levels of preservation. The overall spatial integrity of the historic core is retained in the present development proposals which work within the boundaries of the existing street patterns.

Anticipated preservation: Variable

Site: 7 **SMR** 237,823,221 **LB:** **NGR:** SJ 8361 9897

Name: Greengate Market **Period:** Medieval

References: Market Charter dating to 1228, granted by Henry III (Farrer & Brownbill 1911); appears on map of Manchester and Salford c. 1650; Casson & Berry's map of 1741 (and 1746); Tinker's map of 1746; Greens map of 1787-94; map of Manchester and Salford 1808. By the time of Johnsons's map of 1818-19 the Court House and Cross are no longer shown, this is true of Swire's map of 1824, and Bancks's map of 1831. The outline of the market place then occurs on all editions of the OS map and is still shown in the street pattern of the modern map. Market place illustrated in various early engravings and paintings, including the view purported to date to 1761.

Description: Sub rectangular market place at the northern end of Greengate. Included the Court House at the northern end, in front of which was the Market Cross. The cross, believed to be medieval in date, was demolished in 1824. The Court House, known as 'The Exchange', was originally built in 1288, although later rebuilt in 1664 following the Restoration. It was demolished in 1824.

Significance: Local/regional

Potential impact: No impact, lies outside the proposed development area.

Anticipated preservation: Good

Site: 8 **SMR** 988, 813 **LB:** **NGR:** SJ 8373 9874

Name: Salford Bridge **Period:** Medieval

References: Appears on map of Manchester and Salford c. 1650; Casson & Berry's map of 1741 (and 1746); Tinker's map of 1746; Greens map of 1787-94; map of Manchester and Salford 1808; Swire's map of 1824, and Bancks's map of 1831. Various documentary references including John Leland in 1540 and later Daniel Defoe. Earliest documentary reference is 1226 (Farrer & Brownbill 1911).

Description: Bridge between Manchester and Salford which originally stood just south of the Greengate and Chapel Street junction. Bridge documented as being in existence in 1226 and extensively referenced through the 14th century when it featured a chapel, believed to have been in existence by 1323 (UMAU 2006, 28). Leland provides a description of the bridge in 1540 as a *'Ther be divers stone brigis in the toune, but the best of iii arches is over the Irwel, cawllid Salford bridge'* (*ibid*). The bridge was demolished in 1837 when the new Victoria Bridge was constructed.

Significance: Local/regional

Potential impact: No impact, any remains lie under the present Victoria Bridge. Site also outside the proposed development area with no associated features anticipated this far away from the feature.

Anticipated preservation: Poor

Site: 9 **SMR** **LB:** **NGR:** SJ 8356 3987

Name: Market Place? **Period:** Medieval

References: Appears on map of Manchester and Salford c. 1650; Casson & Berry's map of 1741 (and 1746) but does not appear on any later maps.

Description: Possible early market place, close to Salford Hall which may have been the original portmote.

Significance: Local/regional

Potential impact: No impact, as outside proposed development area. Any remains lie under the Blackfriars Road extension constructed at the end of the 19th century. However, may have implication for the properties which would have surrounded the market place and could potentially show changed in the road alignment, although this is unlikely.

Anticipated preservation: Poor to moderate

Site: 10 **SMR** 254 **LB:** **NGR:** SJ 8365 9875

Name: The Kings Head **Period:** Medieval/ Post Med?

References: The first direct reference to the building dates to the 1670s but believed to be earlier in date. Building appears on map of Manchester and Salford c. 1650; Casson & Berry's map of 1741 (and 1746); Greens map of 1787-94; Bancks map of Manchester and Salford 1831, and all OS maps until 1953.

Description: Possible 16th century coaching Inn, or earlier. Court known to be held in the building between 1645-5. Inn licensed to Elizabeth Raffald and her husband in the late 18th century and believed to be where she wrote her book 'The Experienced English Housekeeper', the first English Cookery book. The Inn was a two storey timber-framed building with extensive yard to the rear. It remained in use until the 1880s when much of the yard was subsumed in the development of The Exchange Station. The building became a boarding house in the 20th century and was finally demolished in the 1940s probably as a result of bomb damage.

Significance: Local/regional

Potential impact: Phase III (possibly II) will impact upon any below ground remains of the Inn which may be quite close to the modern ground surface. The rear yard may be more heavily disturbed although elements could survive *in-situ*. However, the level of preservation may also have been affected by heavy bombing in the area during 1940s Blitz which may have accounted for the building's destruction. The front of the building is known to be cellared.

Anticipated preservation: Good

Site: 11 **SMR** **LB:** **NGR:** SJ 8374 9882

Name: Courtyard Building (cloth market?) **Period:** Medieval/ Post Med?

References: Building appears on map of Manchester and Salford c. 1650; Casson & Berry's map of 1741 (and 1746); Greens map of 1787-94 and Bancks's map of Manchester and Salford 1831.

Description: 16th or 17th century courtyard building on the east side of Greengate. In the late 18th century the new Cloth Hall is located just behind this building possibly indicating some kind of connection with the textile trade, possibly an earlier cloth market.

Significance: Local/regional

Potential impact: Phase I of the development will have some impact on any potential remains associated with this structure. However, later development along the Greengate frontage, as well as the construction of The Exchange Station, may have eradicated any archaeological evidence.

Anticipated preservation: Poor

Site: 12 **SMR** **LB:** **NGR:** SJ 8371 3988

Name: Later Courtyard Building **Period:** Post Medieval

References: Building appears on map of Manchester and Salford c. 1650; Casson & Berry's map of 1741 (and 1746); Greens map of 1787-94 and Bancks's map of Manchester and Salford 1831 where it is annotated as 'Bell Gates'.

Description: 17th building which expanding to become a courtyard complex. The name 'Bell Gates' is later associated with an area of workers' housing, although the building is demolished by this time. This may indicate that it was a memorable building of some form, maybe an inn.

Significance: Local

Potential impact: Phase I of the development will have some impact on any potential remains, however, the property may lie below Salford Approach. The area has been heavily disturbed by later development including workers' housing and The Exchange platform so survival is predicted as low.

Anticipated preservation: Poor

Site: 13 **SMR** **LB:** **NGR:** SJ 8358 9876

Name: Hardy's Buildings **Period:** 18th century

References: First appears on Greens map of 1787-9; then on Bancks's map of Manchester and Salford 1831; OS first ed. 1:2500 1849

Description: Workers' housing development built in the late 18th century and continues in use until demolished in advance of The Exchange Station in the 1880s. Block comprises double row of terrace housing with a row of gardens initially to the rear of the northern block; these were later in-filled by later development. Included the Hardy Building's Police station at the southern end of the range, this was a precursor of the later Chapel Street Police Station (Grade II Listed Building)

Significance: Local/regional

Potential impact: Phase III of the development will have some impact on any potential remains, however, much of the site lies within the area of the later viaduct arches which are likely to have caused considerable disturbance. The southern end of the complex, where the police station originally stood, may be better preserved and lies just within the proposed development zone.

Anticipated preservation: Poor to moderate

Site: 14 **SMR** **LB:** **NGR:** SJ 8352 9876

Name: Nightingale Court **Period:** 18th century

References: First appears on Greens map of 1787-9; then on Bancks's map of Manchester and Salford 1831; OS first ed. 1:2500 1849

Description: Workers' housing and Inn yard built in the late 18th century and named after the landlord of The White Lion in 1795; who may have paid for the development. The complex remains in use until demolished in advance of The Exchange Station in the 1880s when Blackfriars Street was extended.

Significance: Local

Potential impact: Site on the very western tip of the development but lies under railway viaducts, likelihood of survival low.

Anticipated preservation: Poor

Site: 15 **SMR** **LB:** **NGR:** SJ 8375 9882

Name: The New Cloth Hall **Period:** 18th century

References: First appears on Greens map of 1787-9 but is not labelled on Bancks's map of Manchester and Salford 1831 where a new cloth hall is built at the back of the Spread Eagle yard; does not appear on OS first ed. 1:2500 1849.

Description: Woollen Cloth Hall shown on Greens map of 1787-94 as an irregular courtyard, with units on three sides, centred on a rectangular hall. Here, woollen cloth, produced by small scale domestic workers across the country, was brought to be shipped and sold. In the late 18th and early 19th centuries Salford was the centre of the woollen trade in contrast to cotton manufacture which was focused across the river at Manchester.

Significance: Local/regional

Potential impact: Site will be impacted upon by development with ground level reduction estimated to be 0.5m, but the area lies under the viaduct arches so subsequently disturbance from demolition may be more extensive. However, poor level of preservation expected given extent of later 19th century development.

Anticipated preservation: Poor

Site: 16 **SMR** **LB:** **NGR:** SJ 8378 9889

Name: The Barnes & Hardman Brewery **Period:** 18th century

References: First appears on Greens map of 1787-9 and again on Bancks's map of Manchester and Salford 1831; replaced by Cotton Mill on the 1849 first edition OS.

Description: The Barnes and Hardman brewery was the first of the larger breweries known from Salford. Brewery was water powered, with a mill for grinding malt shown on the early maps. Anticipated archaeological remains might include stone lined vats, furnaces, flues and drying floors, drains and channels, machine bases and wheel pits, all used in the brewing process. Brewery replaced by Cotton Mill in the mid 19th century.

Significance: Local/regional

Potential impact: Site will be impacted upon by development with ground level reduction estimated to be 0.5m but the area is under the viaduct arches so subsequent disturbance from demolition may be more extensive. Cotton mill constructed on top of the brewery site in the mid 19th century as well as later station platform. Preservation, therefore, is expected to be poor but some deeper features, such as vats, could survive.

Anticipated preservation: Poor to moderate

Site: 17 **SMR** **LB:** **NGR:** SJ 8369 9877

Name: The Spread Eagle Inn **Period:** 18th century

References: First appears on Greens map of 1787-9 and again on Bancks's map of Manchester and Salford 1831; then on all OS maps

Description: Inn first documented when John Stretch was the licensee in 1750 but may be earlier in origin. In 1772 John Swaine ran the first regular coach service from Salford and Manchester to Liverpool out of the Spread Eagle yard. He is recorded in Raffald's directory as the '*Liverpool and Leeds Machine-keeper*' (Richardson 2003, 3). Changed its name to The Phoenix in the early 19th century but this was changed back in 1814 when the new Cloth Hall opened to the rear of the property. Pub closed in 1889 in advance of The Exchange Station. Main building remained in existence although yard taken over by iron foundry. The building was run as a lodging house until the 1930s but was demolished sometime in the 1940s or 50s, possibly due to bomb damage.

Significance: Local/regional

Potential impact: Phase II will impact upon any below ground remains of the inn which could be quite close to the modern ground surface. The rear yard will be more heavily disturbed given the disturbance caused by the construction of the station and the iron foundry. Contamination may also be an issue.

Anticipated preservation: Good to moderate

Site: 18 **SMR** **LB:** **NGR:** SJ 8372 9879

Name: The Clockmaker's Arms

Period: 18th century

References: First appears on Greens map of 1787-9 and again on Bancks's map of Manchester and Salford 1831.

Description: Located near the corner of Greengate and Chapel Street on the site of the later Canterbury Hall. The Clockmaker's Arms was opened in 1790 when the clockmaker Major Schofield obtained the license. The name was changed to the Feather's Inn in 1829 and then the Rising Sun. In 1841, celebrating the opening of the new Bridge, the pub changed again changed its name to become the Victoria Bridge Inn. A few years later George Fox took over the premises and started a music hall advertised as Fox's Victoria Music Hall. This remained in operation until 1858 when the building was demolished and the new Canterbury Hotel was built. Property included steps to the west.

.Significance: Local

Potential impact: Phase II will impact upon any below ground remains of the inn which could be quite close to the modern ground surface. However, the construction of the Canterbury Hotel (still standing) may have disturbed any earlier deposits, although the later building may have used the same foundations, or incorporated parts of the earlier structure. Standing building survey should look for earlier elements as well as a below ground evaluation once the building has been demolished.

Anticipated preservation: Good to moderate

Site: 19

SMR

LB:

NGR: SJ 8362 3987

Name: The Volunteer Inn **Period:** 18th century

References: First appears on Green's map of 1787-94; then on Bancks's map of Manchester and Salford 1831 (is not on Green's map), and on all OS maps until 1931.

Description: The Volunteer Inn was already in existence by 1798 when it was licensed to William Peacock (Richardson 2003). The Inn included its own brewhouse to the rear of the property, as did many of the earlier inns in the area. In 1800 the pub was renamed the Dog & Volunteer and in the 1850s became the Dog and Partridge, and later the Pleasant Inn. In 1874 it became the Salford Hotel. Holts Brewery took over the license in 1896 and 2 years later the Salford Hotel closed. The building remained in existence until the 1940s.

.Significance: Local

Potential impact: Phase II will impact upon any below ground remains of the Inn which could be quite close to the modern ground surface. Preservation could be quite good given the continuity of use but the site may have been heavily bomb damaged during the war. Property may have included steps on both sides and is known to have been cellared.

Anticipated preservation: Good to moderate

Site: 20 **SMR** **LB:** **NGR:** SJ 8360 9873

Name: The Black Swan **Period:** 18th century

References: First appears on Green's map of 1787-94 and later on Bancks's map of Manchester and Salford 1831, then on all OS maps until 1931.

Description: The Black Swan is shown on Green's map as a rectangular inn with linear range to the rear for accommodation and stabling. The alehouse was run by Issac and Alice Booth from 1763 to 1794 and in 1824 by William Creer who renamed the pub the New Legs of Man. It changed its name again two years later to become the Rose and Crown. The building was demolished in the 1860s and the new Amalgamation Inn built. Property may have included steps on both sides.

.Significance: Local

Potential impact: Site should be just outside the south-western extent of the proposed development area but associated features could potentially be affected by Phase III of the scheme.

Anticipated preservation: Poor

Site: 21 **SMR** **LB:** **NGR:** SJ 3835 9874

Name: The White Lion **Period:** 18th century

References: First appears on Green's map of 1787-94 and later on Bancks's map of Manchester and Salford 1831, then on all OS maps until 1888.

Description: The White Lion was located where the former police station now stands at the corner of Chapel Street and Blackfriars Road. The inn was run by John Fletcher from 1779 to 1781 and then by James and William Roberts between 1783 and 1795. In 1795 William Nightingale took over the license and renamed the pub the Star and Garter. It was Nightingale who extended the yard to the rear of the inn shown on Green's map.

In 1816 it became the Jolly Carter and in 1820 The Running Horse. By the 1840s it was the Burns Tavern. It closed in 1843 but the building and surrounding shops survived until they were eventually demolished in the 1880s to make way for the new police station.

.Significance: Local

Potential impact: None, outside the proposed development area.

Anticipated preservation: Poor

Site: 22 **SMR** **LB:** **NGR:** SJ 8372 9884

Name: The Angel **Period:** 18th century

References: First appears on Green's map of 1787-94 and later on Bancks's map of Manchester and Salford 1831.

Description: The Angel was located on the east side of Greengate, just west of Barnes and Hardman's Brewery (16). It was first recorded as an alehouse in 1792 and in 1816 was licensed to Thomas and Mary Butler as the Plumbers Arms. In 1822 it was The Jolly Potter, and in 1830 the Traveller's Inn. The building was demolished in the late 1840s and became a block of housing, which might have incorporated earlier elements of the inn. Property included steps to the north.

Significance: Local

Potential impact: Phase I of the development will have some impact on any potential remains, however, the construction of The Polytechnic Tavern, as well as the Exchange Station, may have eradicated any surviving archaeological deposits.

Anticipated preservation: Poor

Site: 23 **SMR** 988 **LB:** Grade II **NGR:** SJ 8372 9876

8380 9869

Name: Victoria Bridge **Period:** 19th century

References: Appears on first edition OS 1:2500 map of 1849 and on all subsequent maps.

Description: Built in 1831 to accommodate increased traffic moving between Salford and Manchester. Constructed on the site of the former Salford Bridge (8)

Significance: Local/regional

Potential impact: None, outside proposed development area

Anticipated preservation: Good

Site: 24 **SMR** **LB:** **NGR:** SJ 8362 9879

Name: 19th century workers' housing **Period:** 19th century

References: First appears on Banck's map of 1831 and also appears on first edition OS (1849).

Description: Two blocks of housing built between 1794 and 1831 as part of the overall expansion of workers' housing in the area. The first block was built over the back yards of The Hardy's Buildings and comprised 20 back-to backs. Just to the north was a second block of through-terrace houses and beyond that a line of single line of blind terracing along Palmer's Street. This pocket of development epitomises much of the housing being constructed in the area at the turn of the century.

Significance: Local

Potential impact: Site lies on the northern edge of the development zone in the area of the railway viaduct. Deposits could potentially be disturbed by demolition of railway stanchions and ground reduction but poor levels of preservation predicted given the amount of later rebuilding in the area.

Anticipated preservation: Poor

Site: 25 **SMR** 249? **LB:** **NGR:** SJ 8364 9880

Name: 2nd Cloth Hall **Period:** 19th century

References: Appears on Bancks's map of 1831 but not on the first edition OS of 1849, although parts of the structure still remain as Richmond Square, the rest being demolished during the construction of the railway line.

Description: Built in 1814, the new Cloth Hall was located to the rear of the Spread Eagle Inn. A contemporary illustration in Wheelers' Manchester Chronicle (24 Nov 1818) shows the new building as two storeys high and arranged around a central courtyard (*ibid*). The building was only in use for a short period of time. The north-eastern corner of the structure was demolished during the construction of the railway line, although the rest of the building does appear on the 1849 OS map (renamed Richardson Square). The building was demolished in the 1880s in advance of the Exchange Station

Significance: Local/regional

Potential impact: Site lies on the northern edge of the development zone in the area of the railway viaduct. Any surviving deposits could potentially be disturbed by demolition of railway stanchions and ground reduction. However, the building may include storage cellars, as was the case with the 3rd Cloth Hall (26), and these, and other deposits, could survive despite later disturbance

Anticipated preservation: Moderate to poor

Site: 26 **SMR** 249? **LB:** **NGR:** SJ 8374 9876

Name: 3rd Cloth Hall **Period:** 19th century

References: Appears on Bancks's map of 1831 and on the first edition OS of 1849 and shown on all subsequent OS maps until 1953.

Description: The third Cloth Hall was located on the south side of Chapel Street, close to the old Salford Bridge. It was built between 1818 and 1824 and was very different in plan from the more traditional 1814 Cloth Hall (25) and described at the time by Charles Hampson as 'a substantial plinth of sandstone, a colonnaded front of plain classical columns faced the river. The interior comprised a large market hall with commodious cellars for storage below'. It had ceased operating by 1880 but the buildings remained extant until the 1940s when it was demolished to build the Victoria Bus Station.

Significance: Local/regional

Potential impact: None, outside proposed development area.

Anticipated preservation: Moderate

Site: 27 **MR** **LB:** **NGR:** SJ 8354 9881
8368 9889

Name: LNWR Railway Line **Period:** 19th century

References: First appears on the first edition OS of 1849 and shown on all subsequent OS maps.

Description: Built in 1847-48, the London and North Western Railway line cut diagonally across Salford's historic core running south-west to north-east. It connected with Victoria Station just to the east of the site, on the Manchester side of the river. On the south side of the line were two engine houses (28). The line remains in use today under the ownership of Network Rail.

Significance: Local/regional

Potential impact: None, outside proposed development area.

Anticipated preservation: Good

Site: 28 **SMR** **LB:** **NGR:** SJ 8363 9885

Name: LNWR Engine Houses **Period:** 19th century

References Appear on the first edition OS of 1849

Description: Two engine houses to the south side of the LNWR track. Sometimes called 'running sheds' or 'motive power depots', at their most basic an engine shed was a large hanger containing parallel track with inspection pits in between the rails (Simons & Biddle 1997, 146). Sheds were usually built of brick or stone, with a slated and glazed roof containing smoke vents. The larger sheds included workshops and machinery for tasks like the re-profiling of driving wheels.

Significance: Local/regional

Potential impact: None, should be outside the proposed development area.

Anticipated preservation: Moderate to poor

Site: 29 **SMR** **LB:** **NGR:** SJ 8379 9889

Name: Cotton Mill **Period:** 19th century

References Appears on the first edition OS of 1849

Description: Cotton mill replacing the Brewery (16) at the eastern end of the proposed development area. The mill was built sometime between 1831 and 1848 and listed in Piggot's 1841 Directory under the ownership of the Langworthy Brothers. The building was a large rectangular structure which was almost certainly purpose built, although it could have incorporated the southernmost of the brewery ranges. Building was demolished in the 1880s in advance of the Exchange Station.

Significance: Local/regional

Potential impact: Site lies on the north-eastern edge of the development zone in the area of the railway viaduct. Deposits could potentially be disturbed by demolition of railway stanchions and ground reduction but poor levels of preservation predicted given the amount of later rebuilding in the area, although some deep features like machine bases and flywheel pits may survive.

Anticipated preservation: Poor to moderate

Site: 30 **SMR** **LB:** **NGR:** SJ 8374 9883

Name: Dye Works **Period:** 19th century

References: Appears on first edition OS map of 1849.

Description: Dye works located where the old medieval courtyard building (11) was formerly located. Works associated with Cotton Mill (30) to the north-east. Complex may have included

buildings associated with the 1st Cloth Hall which still appear to remain standing in the early 19th century. The production of dyes, and the dyeing process used various vats to mix and set cold water dyes, and heated kiers (a large wrought iron vessel used for boiling cloth) were used for hot set dyes. Water was also an important factor both into and out of the dye works. It is likely that at Salford, pipes and channels would have carried waste products out to the river. Archaeological evidence of vats, engine platforms and associated features has been found at a number of sites in the Greater Manchester region. Complex demolished in advance of the Exchange Station in 1880s

Significance: Local/regional

Potential impact: Phase I of the development will have some impact on any potential remains associated with the dye works. Given the nature of the industry deep features could be preserved, however, later development along the Greengate frontage, as well as the construction of The Exchange Station may have eradicated any archaeological evidence.

Anticipated preservation: Poor to moderate

Site: 31 **SMR** **LB:** **NGR:** SJ 8377 9884

Name: Horse and Carriage Bazaar **Period:** 19th century

References: Appears on first edition OS map of 1849.

Description: Area of flat ground on the banks of the Irwell, just to the south of the dye works and remains of the 1st Cloth Hall. Horse market possibly established in the early 19th century, although this could be a formalisation of earlier trading sites on the same spot. By 1848 the area is gated and may have included stabling and temporary storage in the buildings to the west of the complex.

Significance: Local

Potential impact: Phase I of the development will have some impact on any potential remains associated with the horse bazaar which might include cobbled surfaces and associated stabling. However, the construction of The Exchange Station may have eradicated any surviving archaeological evidence.

Anticipated preservation: Poor to moderate

Site: 32 **SMR** **LB:** **NGR:** SJ 8378 9880

Name: Iron Works **Period:** 19th century

References: Appears on Green's 1787-94 map?; first annotated on first edition OS map of 1849.

Description: Iron works at the junction of Chapel Street and Greengate but outside the proposed development area. Works first referred to on 1849 map but may date to late 18th century as building cluster appears on Green's earlier map. Building demolished in 1880 in advance of the Exchange Station.

Significance: Local/regional

Potential impact: None, outside proposed development area.

Anticipated preservation: Poor to moderate

Site: 33 **SMR** **LB:** **NGR:** SJ 8373 9885

Name: The Polytechnic Tavern **Period:** 19th century

References: Appears on the first edition OS map of 1849.

Description: The Polytechnic Inn, on the east side of Greengate was re-opened in 1834 as the only purpose built music hall to be erected in Salford (Richardson 2003, 18). The building was equipped with stage, scenery and an orchestra with capacity for approximately 1,500 people. It closed in 1880 when the Exchange Station was built.

Significance: Local/regional

Potential impact: Phase I of the development will have some impact on any potential remains associated with the Polytechnic. The site lies within the area of the railway viaducts, the construction of which may have eradicated any archaeological evidence.

Anticipated preservation: Poor to moderate

Site: 34 **SMR** **LB:** **NGR:** SJ 8369 9884

Name: The Running Horse **Period:** 18th century

References: Appears on the first edition OS map (not annotated)

Description: Mall beershop at the corner of the new Miller's Street and Greengate, opened in the 1830s. It was run by James Threlfall in 1863 possibly part of the famous Salford brewing family who started Threlfall's Brewery in 1873. By 1870 the pub was licensed to Susannah York and in the 1880s the railway company acquired the property in 1880 and it was demolished when the Exchange Station was built.

Significance: Local

Potential impact: Phase I of the development will have some impact on any potential remains, however, the construction of the Exchange Station may have eradicated any surviving archaeological evidence.

Anticipated preservation: Poor

Site: 35 **SMR** **LB:** **NGR:** SJ 8375 9881

Name: The Railway **Period:** 18th century

References: Appears on the first edition OS map (not annotated)

Description: Pub located at the junction of Chapel Street and Greengate (east side). This was opened in existing premises in 1840 and first recorded as being run by James Duckworth. The building was demolished in 1881, the last recorded licensee being Henry Chapman.

Significance: Local

Potential impact: Phase I of the development will have some impact on any potential remains, however, the construction of the Exchange Station may have eradicated any surviving archaeological evidence.

Anticipated preservation: Poor

Site: 36 **SMR** **LB:** **NGR:** SJ 8367 9882
(centre)

Name: The Exchange Station **Period:** 19th century

References: Appears on the second edition OS map 1888 and all subsequent maps, although disused since the 1960s.

Description: LNWR's Manchester Exchange Station opened on 30th June 1884. It was intended to relieve the growing congestion at the neighbouring Victoria Station (L&YR), which lay just across the river to the north-east. The L&YR retained controlled of Victoria, although LNWR had certain access rights, but eventually the North Western board decided to advert the issue by building their own station. The Exchange, is believed to have been named after the Manchester 'Cotton Exchange' located over the river in nearby Hanging Ditch (Shackcloth 2004, 5); although it may have presumably also been named after Salford's Court House.

The building was designed by Francis Stephenson, the Designer-in-chief of LNWR (Shackcloth 2004). The entrance to the station was built of white stone, designed in the Italianate style with a tall central block, fronted by an impressive iron portico, and two three storey side blocks. Behind the main entrance was the double arched train shed each side featuring two platforms. Initially the structure was independent from Victoria station, although

later the two were joined when platforms 4 (Exchange) and 11 (Victoria) were combined (ibid).

The Exchange Station dominated the view over the river from Manchester Cathedral. It was built on two levels, the main structure being supported on a number of stone arches which raised the height of the platform to match that of the earlier 1840s line. The space below the arches was used as stabling and cart storage associated with the running of the station.

The station was heavily bombed during the war and much of the front of the building was subsequently demolished and the surviving arches bricked up. The station was finally closed in 1969 but remained standing until the 1980s when it was eventually demolished, although the brick arches remain. Today, the station level is used as a car park. The arches are also used for car parking and as garage and workshop space.

Significance: Local/regional

Potential impact: Phase I of the development will involve the demolition of the surviving platform level and the supporting brick arches. The listed railway viaduct (40) will be preserved although the adjacent stairs will be demolished.

Anticipated preservation: Good

Site: 37 **SMR** **LB:** **NGR:** SJ 8376 9884

Name: Station Entrance and Offices **Period:** 19th century

References: Appears on the second edition 1:500 OS map 1888

Description: Part of the original station design by Stephenson, the station offices included a restaurant, offices, cloakrooms and waiting rooms. It was an imposing three storey structure built in an Italianate style, and dominated the view across the river. Unfortunately the building was largely destroyed in the 1940 Blitz and was demolished after the war and replaced with a much more utilitarian structure.

Significance: Local/regional

Potential impact: Phase I of the development will have some impact on any potential remains associated but these are anticipated to be low given the extent of the bomb damage.

Anticipated preservation: Poor to moderate

Site: 38 **SMR** **LB:** **NGR:** SJ 8376 9889

Name: Wrought Iron Bridge **Period:** 19th century

References: Appears on the second edition OS map 1888 and all subsequent maps, although disused since the 1960s.

Description: Wrought iron footbridge across from Platforms 1 and 2 to 3 and four. It was built in the late 19th century to replace an earlier, narrower bridge in the same location. Bridge survives today as one of the few remaining elements of the former station.

Significance: Local/regional

Potential impact: Bridge will be demolished as part of Phase I of the development.

Anticipated preservation: Good

Site: 39 **SMR** **LB: II** **NGR: SJ 8373 9882**

Name: Railway Viaduct and Retaining Walls **Period:** 19th century

References: Appears on the second edition OS map 1888 and all subsequent maps.

Description: Railway viaduct and retaining walls, comprises 2 railway bridges, one over Greengate (Salford Approach) and one over Chapel Street (Cathedral Approach) with linking sandstone abutments. Retaining wall features rusticated piers divided into bays with archways including stressed voussoirs. On the piers adjacent to Greengate there is a relief carved coat of arms of the City of Salford. The bridges themselves are formed of traverse iron beams with cast iron parapets and solid panels over Greengate but open tracery over Chapel Street.

Significance: Local/regional

Potential impact: Phase I will entail the removal of steps running down from Salford Approach to the rear of the Royal Commercial Hotel and modifications to part of the retaining wall. Listed building consent has been sought and granted (Joe Martin, Salford Conservation Officer, pers.com.).

Anticipated preservation: Good

Site: 40 **SMR** **LB:** **NGR: SJ 8373 9879**

Name: Building Group **Period:** early to late 19th century

References: Greengate nos. 5 and 7 appear on the 1849 first edition OS map; nos. 1 and 3 appear on 1888 second edition OS map. All four properties appear on subsequent maps and remain extant today.

Description: Building group of 4 properties at the corner Greengate and Chapel Street (nos. 1, 3, 5 and 7 Greengate). Nos. 5 and 7 Greengate may be later 18th or early 19th century in date, while nos. 1 and 3 date to the late 19th century. Kelly's directory of 1858 lists the butcher Richard Stockwell at no.5 Greengate and the hairdresser, George Hooley at no.7. By 1908 numbers nos. 5 and 7 had been combined as a single butchers shop run by John Middlesborough (Salters 1908). Today the buildings stand empty and are boarded up.

Nos. 1 and 3 Greengate, were both built between 1848 and 1888, probably in the 1860s when the Canterbury Hotel next door was also rebuilt. The whole row may have been modified at this time to provide a more unified appearance. The building is three storeys high with four, large paned sashes on the first and third floors. The ground floor was originally a shop frontage and retains a number of its features including the large windows interspersed with embossed pilasters set with stylised capitals or corbels. In 1908, no. 3 Greengate was a confectioners belonging to Mrs Emma Ward while no. 3 was a hairdressers, run by Solomon Liverson. Today, both buildings remain in use as offices.

Significance: Local

Potential impact: As part of Phase II of the development the building group will be demolished and levelled. The ground surface will then be reduced by approximately 0,5m.

Anticipated preservation: Good

Site: 41 **SMR** **LB:** **NGR:** SJ 8371 9879

Name: The Canterbury Hotel **Period:** Late 19th century

References: First appears on 1849 1:500 OS map and all subsequent maps

Description: Formerly the Clock Makers Arms and Fox's Victoria Music Hall, the Canterbury Hotel was probably rebuilt late 1850s when much of the block on the corner of Chapel Street was re-developed. The new Canterbury Hotel was an imposing 3 storey building, with a stucco ground floor featuring 4 round headed arched windows and a central door with stressed keystones (Figures 30 and 31). The first floor featured 5 large sash windows with the central window topped with a segmented arch pediment. Above this was a third floor with five plain sash windows. The edges of the building were stressed with a line of quoins helping to distinguish it from its neighbour to the west which was constructed in the same style. The building still stands today and is the offices of a national charity

Significance: Local/regional

Potential impact: As part of Phase II of the development the building group will be demolished and levelled. The ground surface will then be reduced by approximately 0,5m.

Anticipated preservation: Good

Site: 43 **SMR** **LB:** **NGR: SJ 8368 9878**

Name: Iron Foundry **Period:** Late 19th century

References: First appears on 1888 OS map and on all subsequent maps until the 1970s.

Description: Iron foundry/works to the rear of the Spread Eagle opened sometime after 1849. The works expanded considerably between 1931 and 1953 probably due to increased demand during the war and to the clearance of the surrounding properties due to bomb damage sustained during the Blitz in 1940.

Significance: Local/regional

Potential impact: Phase I and II of the development will have some impact on any potential remains associated with iron works which may be quite close to the surface. Associated contamination may be an issue during evaluation.

Anticipated preservation: Moderate

Site: 44 **SMR** **LB:** **NGR: SJ 8364 9875**

Name: Salford Dining Rooms **Period:** Late 19th century

References: Building appears on 1849 OS map and on all subsequent maps until 1953.

Description: An eating house and beer sellers next to the King's Head. The establishment is mentioned in Salter's directory in 1880 and remained in existence till 1902, although the police had tried to close it down in 1900 claiming that they could not supervise the premises (Richardson 2003, 4). Unlike its neighbour, the King's Head, the building survived the war but was demolished in the 1980s.

Significance: Local

Potential impact: Phase III of the development will have some impact on any potential remains associated with the Salford Dining Rooms which could be quite close to the surface.

Anticipated preservation: Moderate

Site: 45 **SMR** **LB:** **NGR: SJ 8361 9873**

Name: Royal Commercial Hotel **Period:** Late 19th century

References: Building first appears on 1888 OS map and on all subsequent maps.

Description: On the site of the former Black Swann **(20)**, the Royal Commercial Hotel was built in the 1860s. It was first called the Amalgamation Inn, and then the Rose and Crown finally becoming the Royal Commercial in the 1870s. The pub remained open until 1907 when the license was rebuked by the police. The building remains standing today and retains some of its original features, although it has been extensively modified.

Significance: Local/regional

Potential impact: None, the building is outside the proposed development and not under the ownership of the client.

Anticipated preservation: Good

Site: 45 **SMR** **LB: II** **NGR: SJ 8358 9873**

Name: Chapel Road Police Station **Period:** Late 19th century

References: Building first appears on 1888 OS map and on all editions.

Description: Built c.1880 to replace the original police station at the end of the Hardy's Building which was demolished when the Exchange Station was built. The new building was of brick with terracotta dressing and a tower at one end. The structure is an unusual triangular shape to fit into the available land plot. The building is a Grade II listed building, recently converted and refurbished as an architects office. It lies outside the proposed development area.

Significance: Local/regional

Potential impact: None, the building is outside the proposed development.

Anticipated preservation: Good

Site: 46 **SMR** **LB:** **NGR: SJ 8359 9872**

Name: The Salford Chronicle? **Period:** 20th century

References: Building first appears on 1922 OS map and on all later editions.

Description: A large five storey building which appears stylistically to date to the early 20th century. In the late 19th century this was the site of Henry Snape & Sons, printers and the home of the Salford Chronicle (Slater 1880). Building remains standing today but is boarded up and empty.

Significance: Local/regional

Potential impact: None, the building is outside the proposed development and not under the ownership of the client.

Anticipated preservation: Good

Site: 47

SMR

LB:

NGR: SJ 8376 9876

Name: Salford Bus Station

Period: 20th century

References: Building appears on 1855 OS map and on all subsequent maps until 1979.

Description: Salford's main bus terminal, opening in 1937 and running until 1969. The site was eventually levelled in the 1980s and is now a car park.

Significance: Local/regional

Potential impact: None, the site lies outside the development boundary

Anticipated preservation: Good

APPENDIX 2

WATCHING BRIEF REPORT

1.0 INTRODUCTION

- 1.1 In April 2008, Archaeo-Environment Ltd (AE), were commissioned by Cre8 Management Ltd on behalf of Ask Property Development Ltd, to undertake an intermittent archaeological watching brief during geo-technical test pitting at The Exchange, Greengate, Salford, Greater Manchester (centred NGR SJ 8360 9879).
- 1.2 During a five week period, four site visits were made to the site to monitor and record works, these were undertaken on the 9th, 17th and 24th of April and the 8th May 2008. A range of investigations were being conducted during this period including:
- **Trial Pitting (TP)** to establish the depths of the foundation associated with the arch piers of the former Exchange station;
 - **Contamination Trial Pits (CTP)** – to assess levels of ground contamination;
 - **Bore Hole testing (BH)** – to establish the depth and matrix of deposits; and
 - **Architectural Core Testing (ACT)** – to establish the depth, strength and make up of the station arches, walls, brick and mortar.

Of these various forms, the Trail Pitting and Contamination Trial Pits were of the most interest archaeologically and the watching brief concentrated on days when these activities were scheduled.

- 1.3 In advance of work commencing on site an appropriate methodology and number of site visits was agreed with the Greater Manchester County Archaeologist, who subsequently visited the site to observe progress on the 17th April. A separate Written Scheme of Investigation (WSI) was not requested due to the limited nature of the works but AE's watching brief methodology, in line with current IFA guidance, was followed at all times.

2.0 AIMS AND METHODOLOGY

- 2.1 The principal aim of the watching brief was to monitor and record the excavation of the test pitting in order to inform a subsequent phase of Archaeological Evaluation. In particular, the objective was to observe the depths of potential archaeological deposits and, if possible, to establish levels of associated preservation.
- 2.2 The test pitting was undertaken across the site on both the level of the former station platform (now the NCP Car Park) and within the area of the supporting arches below (also

used as car parking). The Platform, or podium, level (Figure 47) comprised a series of construction deposits associated with the station, while those below the arches, at basement level (Figure 48), provided some indication of the survival of archaeological material pre-dating the building of the Exchange (as detailed in the Desk based Assessment).

- 2.3 The TPs and CTPs were excavated using a 7 tonne back acting excavator with a toothed bucket. Each pit measured approximately 1.00 x 2.00m in dimension and were evenly distributed throughout the Phase I development area, with three pits located on the eastern edge of Phase III (Figure 46). A total of 17 TPs were originally planned, although subsequently only ten were excavated. The TPs were intended to assess the depth of the railway arch piers and each was located at base of a brick arch. The CTPs were of a similar dimension but placed in the bays between the arches to assess ground contamination. The TPs were excavated down to the base of the support arches where possible but more frequently to the extent of the machine reach (approx. 3.00 – 4.00m) or the top of the water table. The CTPs were dug until clean natural was achieved or to the extent of the machine arm.
- 2.4 Only a small number of TP and CTP excavations were observed during the four site visits but each of the pits were recorded by Soil Mechanics engineers on a proforma pit log, these were kindly provided to AE following the excavation. These logs, together with the on-site watching brief records, have been used to produce a list of deposits and soil depths (Table 1). Digital photographs of each pit were also taken and made available to AE. Together, these provide a good general indication of the potential survival of archaeological material across the site, albeit limited by the constraints of the investigation.

3.0 WATCHING BRIEF RESULTS

- 3.1 The test pits were located at the base of the brick arch piers with the intention of providing information on the depth of foundations. This meant that for the most part excavation was taking place through foundation trench backfill. Consequently, although, the results were interesting in illustrating something of the construction of the station they were only of limited use in determining and assessing the archaeological potential of the site.

Trial Pits

- 3.2 The excavation of three TPs was monitored directly during the watching brief, with information on an additional seven being supplied by the engineers; the results being similar to those observed during the archaeological monitoring. One of the primary difficulties during excavation was the stability of the trench sides given that they were largely cut through backfilled material. There was also the additional problem of flooding, the water table varying across the site but generally being hit below 3m. Consequently it proved possible to reach the full depth of the wall footings in only three of the trial pits: (TP3) at 4.10, (TP9) at 4.30m, and (TP10) at 4.10m. In these pits the wall footings were found to be sitting directly on top of the sandstone bedrock. The other trenches reached depths of

between 3.50m (TP2) and 4.50m (TP7). Fragments of brick and sandstone were still being found at these depths, along with re-deposited natural.

- 3.3 The basic profile of each of the TPs was quite similar, comprising of a thin layer (0.05 – 0.10m) of concrete or tarmac over Granite sets measuring 0.18 x 0.18 x 0.20m (Plate A2/1). These were the original floor surface of the lower level of the station, sections of which was still exposed in places. The setts were held in a dark-brown/black sandy gravel bedding layer. Below this was a series of mixed, backfill deposits.
- 3.4 Uppermost of the backfill deposits was a mixed, dark-brown sandy gravel with frequent fragments of sandstone, and brick (including whole bricks). There was no indication of any structures at this level in any of the trial pits, neither were there any sign of a construction cut associated with the wall foundations at either this, or any of the lower levels. This was partly due to the soft nature of the surrounding sands and gravels which meant that the section frequently fell in and the sides collapsed into the base of the trench making it difficult to see any definition. It is also fairly likely that the cut was much larger than the 2.00m of the trial pits. It is therefore not possible to tell at what level the foundations were cut from but presumably either the first or second of the mixed deposits. The top layer possibly being a general levelling deposit, this would correspond with the evidence from the CTPs.
- 3.5 Below the dark brown upper deposit were a series mixed backfill layers with varying amount of sandstone, brick and TBM inclusions. There was a suggestion of a structure in TP4 where huge flagstones were found at a depth of 1.50 (Plate A2/2) but it was impossible to tell if these were in-situ and cut by the foundation trench or simply thrown in with the backfill.
- 3.6 A number of distinct layers were seen in the backfill of the foundation trenches, identified by changes in colour and in the amount and type of inclusions. Clearly these were separate dump episodes including general debris and re-deposited natural. As might be expected, these deposits continued through to the bottom of the majority of the trenches. However natural deposits were encountered in a small number of trial pits. In TP2 a red gravelly sand was seen at 3.30m just before the extent of the machine was reached at 3.50m, this could have been quite close to the base of the foundations. In the other cases where natural appeared to be reached at higher levels (TP3, TP5, TP10 and TP13) this may have been re-deposited, or else it could indicate something about the shape of the wall foundation cut, with the piers being set tight against the cut on one side (Plate A2/3).

Contamination Trial Pits

- 3.8 Contamination pits were located at both podium and basement level (Figures 47 and 48). The podium level pits, CTP8 to 27, showed a number of made ground surfaces associated with the construction of The Exchange station. Those trial pits located within the area of the track bed all had a similar matrix comprising of Tarmac, beneath which was a mixed demolition layer of brown-grey clay with high levels of sandstone fragments and brick. Below this was the crushed limestone chipping and clinker of the track bed and then a further mixed levelling deposit above the brickwork of the support arches below (Plate A2/4). In some pits (9, 10, 23 and 26) a thin bitumen layer was observed just above the arch brickwork, probably some form of waterproofing. In addition, in CTPs 16 and 17 the remains

of a brick drainage channel were encountered including a lined cistern with standing water (Plate A2/5 and 6), presumably associated with track drainage. Elsewhere at this level elements of the station platform were preserved including roughly laid brick in CTP10, possibly part of the former engine house, and fragments of tile and brick in CTP20 (Plate A2/7). Granite setts, the same as those observed at basement level, were found in those trial pits at the southern extent of the site (23 and 27), the former approach into the station.

- 3.9 The depth of the podium deposits from the existing ground surface to the brickwork of arches below varied from 0.60m to 1.25m. Deposits on the south side of the development were deeper ranging from 1.10m (CTP 20) to 2.47m (CTP26).
- 3.10 At basement level the deposits were more significant in terms of assessing the potential survival of archaeological material. A total of seven CTPs were excavated at basement level (1 to 7). In all but one case natural deposits were encountered ranging in depth from 0.40m (CTP7) to 2.40m (CTP6). Only in CTP was natural not found but this was a combined CTP and TP trench and located within the foundation trench of the wall.
- 3.11 In all cases, except CTP3, there were granite setts either exposed or beneath a thin layer of concrete. These were set in a dark brown sandy gravel. Below this was a mixed deposit of dark brown sandy clay with high concentrations of sandstone fragments, brick (including whole bricks) TBM and concrete conglomerate, as well as pockets of re-deposited clay and lenses of coal and ash. This deposit varied slightly in terms of colour and soil matrix but was generally quite similar across the site (Plate A2/8).
- 3.12 No structures were identified although there was a large amount of brick debris, some of it bonded into fragments of masonry (Plate A2/9), and sandstone. In CTP2, very large sandstone slabs were encountered (Plate A2/10) approximately 1.50m below ground level. These were probably associated with the backfill of the foundation trench but it was difficult to tell based on evidence from the trial pit alone, it may relate to some other form of sunken feature, a vat or cistern perhaps.

4.0 DISCUSSION

- 4.1 The results of the geo-test pitting, particularly those from the basement level contamination pits, provides some useful information in assessing the potential survival of archaeological material within the Phase I development area. The TPs indicate something of the station's construction but are of limited use in determining the survival of below ground archaeological deposits, the same is true of the CTPs dug at Podium level. However, the CTPs at basement level do provide information on the likely depth of surviving deposits as well as something of their form and make up.
- 4.2 The Trial Pits against the arch piers show that the remarkable tenacity of the Victorian engineers, sinking foundation trenches 4m into the ground onto bedrock to provide a strong basis for the construction of the station. This was no doubt necessary in an area characterised by the shifting sands and gravels of the river terraces. The foundation

trenches appear to have been dug down and then brickwork erected hard up against the cut on one side. This is based on the observation of natural in some TPs while backfill continued right down to the bottom of the trench (including fragments of brick) in others. This was particularly evident in TP5 where natural deposits were encountered just 1.00m below the ground surface although the arch pier continued down to depths of at least 3.80m (flooding prevented further excavation). No foundation cut was visible in the section of TP5 making it likely that the majority of the foundation trench lay on the opposite side of the pier.

- 4.3 Drainage at these depths must have been a problem and a concern for the early engineers. In TP4 a brick arched structure, probably a drainage channel, was observed at the base of the pier, 2.90m below the surface of the basement. Elsewhere, at podium level there are was further evidence of drainage structures (CTP 17 and 20).
- 4.4 The contamination pits were of more importance in assessing archaeological survival. Some features associated with the former station were found to be preserved at podium level, below the modern ground surface. In particular the brick structure in CTP10 which may be associated with the former mid 19th century engine house shown in this location on the historic mapping. However, it is not felt that this information contributes anything new to the understanding of the site beyond that deduced from the existing detailed 1888 OS map and historic photographs of the site.
- 4.5 The contamination pits at basement level are more interesting. Except for CTP2 and CTP6 all the pits dug at this level reached natural at less than 1.00m (see Table 1). On the west side of the Greengate the CTPs hit natural at between 0.70m (CTP1) and 0.80m (CTP3). Above this, and below the granite setts, was a mixed debris layer of sandstone and brick fragments. No footings or other features were observed during the excavation which would suggest that prior to the construction of the station the site was levelled and heavily graded leaving only a relatively thin layer of demolition debris. There was no evidence of slate and only limited evidence of TBM which may mean that much of the material from the demolition of housing on the site was carted away, probably as aggregate for the construction of the station platform above. Deeper features, such as vats and cisterns may however survive. A possible feature was seen in CPT2 but this was partially obscured by the wall foundation trench.
- 4.6 On the east side of Greengate the picture is quite similar. Given the slope of the land, the deposits are deeper here in some places ranging from 0.40m (CTP7) to 2.40m (CTP6) at the north-eastern extent of the site, close to the river's edge. Again there was no indication of structures but there was a large amount of general demolition debris. If the site was levelled out prior to construction then there is a chance that deposits here could be better preserved and covered by a thicker layer of rubble.

5.0 CONCLUSION AND RECOMMENDATIONS

- 5.1 Based on the results from the CTPs at basement level it would seem that the potential for survival of archaeological deposits in the Phase I development area is relatively low to

moderate. However, deeper features may still survive and preservation could vary across the site with survival more likely on the eastern side of the site. The nature and specific constraints of the geo-technical survey means that the process is only of limited use in assessing the archaeological potential of the site. It has provided information on the likely depth of deposits across the site (less than 1.00m in most cases) but a more comprehensive and controlled programme of archaeological evaluation is recommended to inform an appropriate strategy to mitigate against the loss of archaeological material in advance of the proposed development.

Appendix 2: Table 1

TP No	Type	Area	Arch Deposits/Start Depths	Depth of Natural	Overall Depth of TP	Potential
CTP1	CONT	Phase I West	1. Concrete (0.0m) 2. Granite Setts (0.05m) 3. Mixed deposit inc. bricks (some whole), s/stone frags. and concrete (0.30m) 4. Made Ground? Dark brown gravelly clay with occasional brick frags (0.50m)	0.70m Dark grey brown gravelly clay	3.40m Bedrock	High
CTP2/ TP4	CONT	Phase III West	1. Concrete (0.0m) 2. Granite setts set in fine gravel and clinker (0.05m) 3. Mixed deposits, light brown and red gravel inc cobbles and brick frags. (0.25m) 4. Mixed deposits (backfill), dark brown sandy gravel with clay pockets and frags of s/stone and brick (some whole) (0.45m)	Not reached (Backfill of foundation trench?)	3.70m	Mod
CTP3	CONT	Phase III	1. Made ground, dark grey/black silty gravel/sand inc. brick frags, sandstone and concrete (0.0m)	0.80m Orange brown sandy clay	4.00m	Mod
CTP4	CONT	Phase I West	1. Concrete (0.0m) 2. Granite setts set in coal and clinker (0.10m) 3. Mixed deposits of Brown-grey sandy gravel inc. brick, s/stone, cobbles and coal (0.30m)	0.60m Light brown gravelly sand	3.45m	Mod
CTP5	CONT	Phase I East	1. Granite setts (0.0m) 2. Mixed deposits of sandy gravel and red sandstone (set bedding?) (0.30m) 3. Made ground, rough brick and concrete conglomerate (0.50m) 4. Mixed deposits of grey black clayey, gravelly sand with freq. whole and half brick, s/stone and patches of ash (0.60m).	0.90m Orange brown sandy clay	3.60m	High – Mod
CTP6	CONT	Phase I East at rivers edge	1. Granite setts (0.0m) 2. Set bedding, light brown gravelly sand (0.25m) 3. Made ground, crushed concrete conglomerate inc. frags of brick (0.40m) 4. Mixed deposit, dark brown clayey gravel and sand inc. frags of s/stone, brick and concrete (0.50m) 5. Mixed deposit, firm dark sandy gravel with frags of s/stone and crushed brick, with lenses of re-deposited clay (0.70 – 2.40) Backfill of foundation trench.	2.40m Light orange sandy clay.	3.30m	High

Desk Based Assessment: The Exchange, Greengate, Salford

CTP7	CONT	Phase I East	1. Granite setts set in coal and clinker (0.00m) 2. Mixed deposits of dark-brown sandy gravel inc. brick and s/stone (0.20m)	0.40m Light brown sandy clay	3.80m	Mod-Low
CTP8	CONT	Phase I Podium	1. Track bed (0.0m) 2. Made ground, grey to black ashy gravel with slag, clinker, crushed limestone and slate inc. drainage channel (0.60m) 3. Made ground, red-brown conglomerate of brick, concrete and limestone (0.90m)	N/A	1.25m At top of brickwork below	V. Low
CTP9	CONT	Phase I Podium	1. Track bed (0.0m) 2. Made ground, grey to black ashy gravel with slag, clinker, crushed limestone and slate (0.40m) 3. Compact sand with bitumen, possible waterproofing (1.00m) 4. Made ground, red-brown conglomerate of brick, concrete and limestone (1.01m)	N/A	1.25m At top of brickwork below	V. Low
CTP10	CONT	Phase I Podium	1. Track bed (0.0m) 2. Roughly laid brick (0.80m) – Engine house foundations? 3. Cemented sand/ash with bituminous surface (1.20m) - Engine house foundations?	N/A	1.22m At top of brickwork below	Low
CTP11	CONT	Phase I Podium	Not dug	N/A	N/A	N/A
CTP12/ CTP12A	CONT	Phase I Podium	1. Tarmac (0.00m) 2. Sandstone flags (0.05m) – remains of platform 3. Made ground, brown-grey gravelly clay (0.10m) 4. Made ground, mixed deposit including sandstone and brick (0.35m)	N/A	0.90m At top of brickwork below	Low
CTP13	CONT	Phase I Podium	As above	N/A	0.60m At top of brickwork below	Low
CTP15	CONT	Phase I Podium	1. Tarmac (0.00m) 2. Concrete (0.05m) 3. Made ground, brown gravelly sand with crushed s/stone (0.15m) 4. Made ground, mixed deposits with s/stone and brick (0.40m)	N/A	1.00m At top of brickwork below	Low
CTP16	CONT	Phase I	1. Tarmac (0.00m)	N/A	2.35m	Low

		Podium	2. Made ground inc. frags of s/stone and brick (0.05m) 3. Made ground, grey to black railway ballast (1.20m) 4. Poorly laid brick drainage structure (1.50m)			
CTP17	CONT	Phase I Podium	1. Tarmac (0.00m) 2. Concrete of crushed brick and s/stone (0.05m) 3. Made ground, mixed deposit inc. brick and s/stone (0.20m) 4. Vaulted brick arch, backfilled drainage channel at north end (0.40m) 5. Void, cistern with 0.05m of standing water (0.60m)	N/A	1.60m	Mod-Low
CTP18	CONT	Phase I Podium	1. Tarmac (0.00m) 2. Concrete, cobbles with brick and ash (0.05m) 3. Made ground inc. brick and s/stone (0.30m)	N/A	1.00 At top of brickwork below	Low
CTP19	CONT	Phase I Podium	1. Tarmac (0.00m) 2. Made ground of brown-grey clayey sand and gravel (0.05m) 3. Made ground with high cobble and clinker inclusions (0.20m) 4. Made ground, dark brown silty clay	N/A	2.20m	Low
CTP20	CONT	Phase I Podium	1. Tarmac (0.00m) 2. Made ground of sandy gravel with frags brick and s/stone (0.10m) 3. Made ground, stiff clay (0.25m) 4. Made ground, sand, gravel and clinker (0.40m) 5. White tiles onto slabs of brickwork (0.60m) 6. Made ground, black ashy sand and gravel with clinker and brick (1.10m)	N/A	1.10m	Low-Mod
CTP21	CONT	Phase I Podium	1. Tarmac (0.00m) 2. S/stone flags (0.03m) 3. Made ground, concrete, brick and ash (0.09m)	N/A	0.35m	Low
CTP22	CONT	Phase I Podium	1. Tarmac (0.00m) 2. Made ground, silty sandy gravel with frags brick and s/stone (0.15m) 3. Made ground, yellow gravel (0.35m) 4. Made ground, dark-brown sand and gravel with brick and s/stone (0.55m)	N/A	1.90m On top of concrete slabs	Low –Mod

CTP23	CONT	Phase I Podium	1. Granite setts (0.00m) 2. Made ground, sand and gravel, inc. coal and ash, setting for setts (0.13m) 3. Made ground, light brown sandy gravel inc. s/stone and brick (0.30m) 4. Made ground, black-grey sand and gravel with brick and bitumen (0.50m) 5. Layer of bitumen covered cement – waterproofing (1.40m) 6. Made ground, concrete of brick and gravel (1.42M)	N/A	1.50m	Low
CTP24	CONT	Phase I Podium	1. Tarmac (0.00m) 2. Concrete (0.06m) 3. Made ground, grey-brown gravel and sand with whole and half bricks	N/A	1.90m	Low
CTP26	CONT	Phase I Podium	1. Tarmac (0.00m) 2. Made ground, grey sandy gravel with limestone ballast (0.10m) 3. Made ground, brown sandy gravel with brick and s/stone (0.70m) 4. Made ground inc. high % slag and clinker (1.60m) 5. Bilumen layer over concrete conglomerate of crushed brick (2.45m)	N/A	2.47m	Low
CTP27	CONT	Phase I Podium	1. Granite setts (0.00m) 2. Bedding for setts of black ashy sand and gravel (0.15m) 3. Made ground, mixed sand and gravel with cobbles and slag (0.40m)	N/A	1.45m	Low
TP1	TRIAL	Phase III	1. Concrete (0.00m) 2. Granite setts (0.15m) 3. Mixed deposit of dark brown sandy gravel with brick, s/stone and TBM (0.35m) 4. Mixed deposit of dark grey and orange brown gravelly clay with pockets of sands and clay – redep. Natural, backfill (1.40m)	Not reached Backfilled foundation trench	3.70m	Mod
TP2	TRIAL	Phase III	1. Tarmac (0.00m) 2. Granite setts (0.05m) 3. Mixed deposit of brown grey gravel with s/stone, TBM and brick (0.20m) 4. Mixed deposits of soft, dark brown sandy clay with s/stone and brick and TBM, redep. Natural, foundation trench backfill (1.10m)	3.30m	3.50m	Mod
TP3	TRIAL	Phase I West	1. Granite setts (0.00m) 2. Mixed deposits, orange-brown sand and gravel with frags of brick and sandstone (0.17m)	1.50m	4.10 Wall footings	Mod

			3. Mixed deposits dark grey-brown sandy clay inc. brick and s/stone (1.00m)			
TP4	TRIAL	Phase I West	See above (CTP2)			
TP5	TRIAL	Phase I West	1. Tarmac (0.00m) 2. Granite setts (0.05m) 3. Mixed deposits of dark brown sandy gravel with s/stone rubble and brick frags. (0.25m) 4. Mixed deposits of orange brown sandy gravel and pockets of clay, backfill (0.50m)	1.00m	3.80 Pit flooding	Mod
TP6	TRIAL	Phase I West	1. Granite Setts (0.00m) 2. Mixed deposit of dark brown sandy gravel with s/stone, brick and coal (0.20m) 3. Mixed deposits of gravelly sand with brick and slabs of concrete and s/stone (2.00m) 4. Mixed deposit of very soft gravelly clay with s/stone, brick and TBM. Backfill (2.90m)	Not reached	3.90m	Mod
TP7	TRIAL	Phase I East	1. Granite setts (0.00m) 2. Mixed deposits of dark-grey black ashy sand and gravel inc. brick and clinker (0.17m) 3. Mixed deposits, light brown conglomerate with crushed brick (0.40m) 4. Mixed deposits of light orange-brown sand and gravel freq. brick and cobbles (0.70m) 5. Mixed deposits, dark-grey black sand and gravel with brick and s/stone (1.50m)	4.20m	4.50	Mod
TP8	TRIAL	Phase I East	Not dug	N/A	N/A	N/A
TP9	TRIAL	Phase I East	1. Tarmac (0.00m) 2. Mixed deposit of dark-brown sand with crushed brick (0.05m) 3. Orange- brown re-dep. Clay	2.40 Red brown clayey sand	4.30 Wall footings established	Mod
TP10	TRIAL	Phase I East	1. Granite setts (0.00m) 2. Mixed orange-brown sandy gravel including s/stone and brick (0.17m) 3. Mixed deposits dark-grey brown clay with brick and s/stone (1.00m)	1.50m Orange brown sandy clay	4.10 Wall footing establish	Mod
TP11	TRIAL	Phase I East	Not dug	N/A	N/A	N/A
TP12	TRIAL	Phase I East	Not dug	N/A	N/A	N/A
TP13	TRIAL	Phase I	1. Concrete (0.00m)	0.70m	3.70m	Mod

		East	2. Mixed deposits of dark brown sandy gravel with some Granite setts inc. brick, s/stone and coal (1.10m) 3. Mixed deposits of sand and gravel with brick and s/stone frags, occasional pockets of redep. Natural (0.25m).	Light brown gravelly sand		
TP14	TRIAL	Phase I East	Not dug	N/A	N/A	N/A

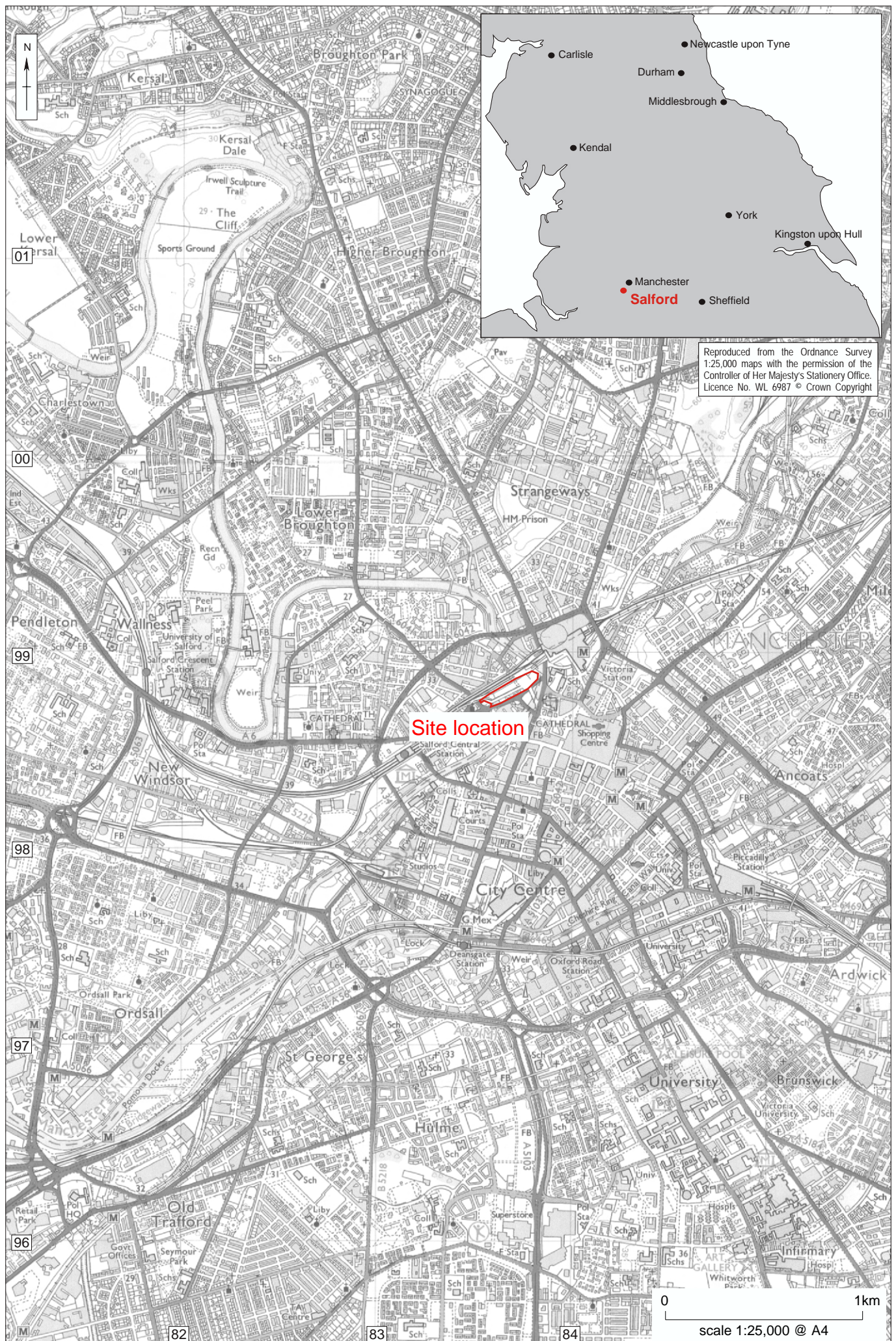


Figure 1 The Exchange, Greengate, Salford: location plan

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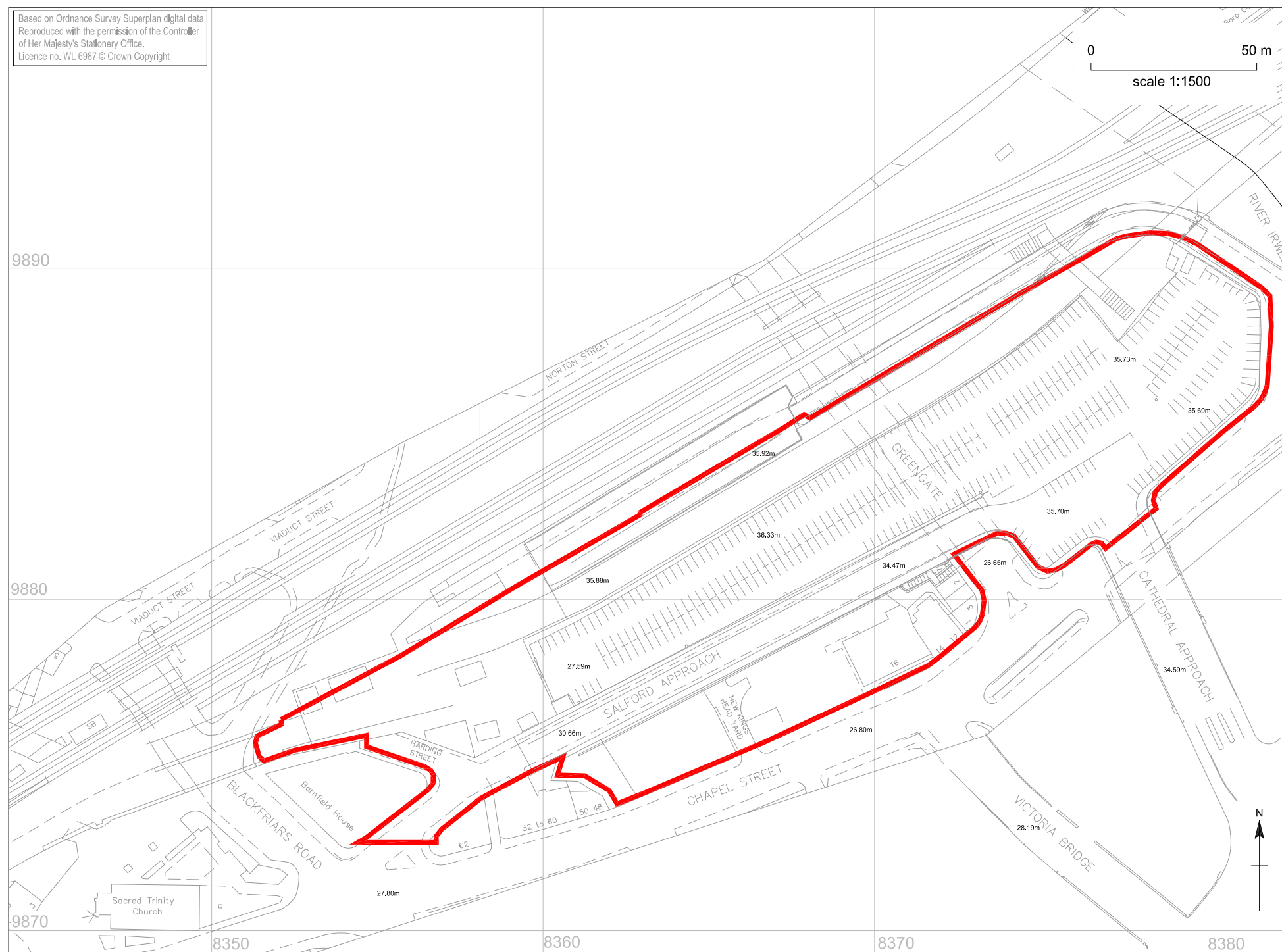


Figure 2 The Exchange, Greengate, Salford: proposed development area

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Key

Development boundary

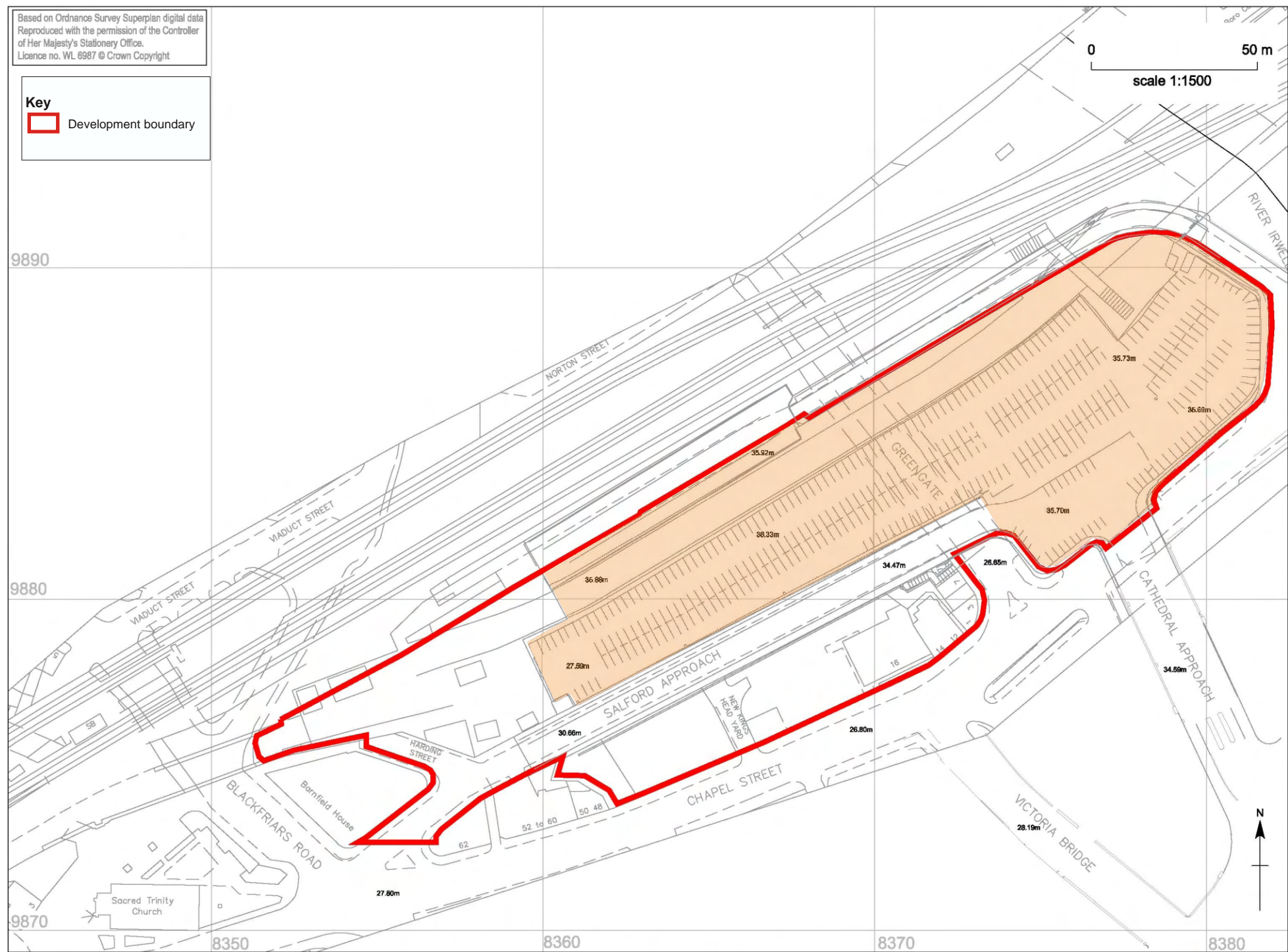


Figure 3 The Exchange, Greengate, Salford: podium level



Figure 4 The Exchange, Greengate, Salford: street level

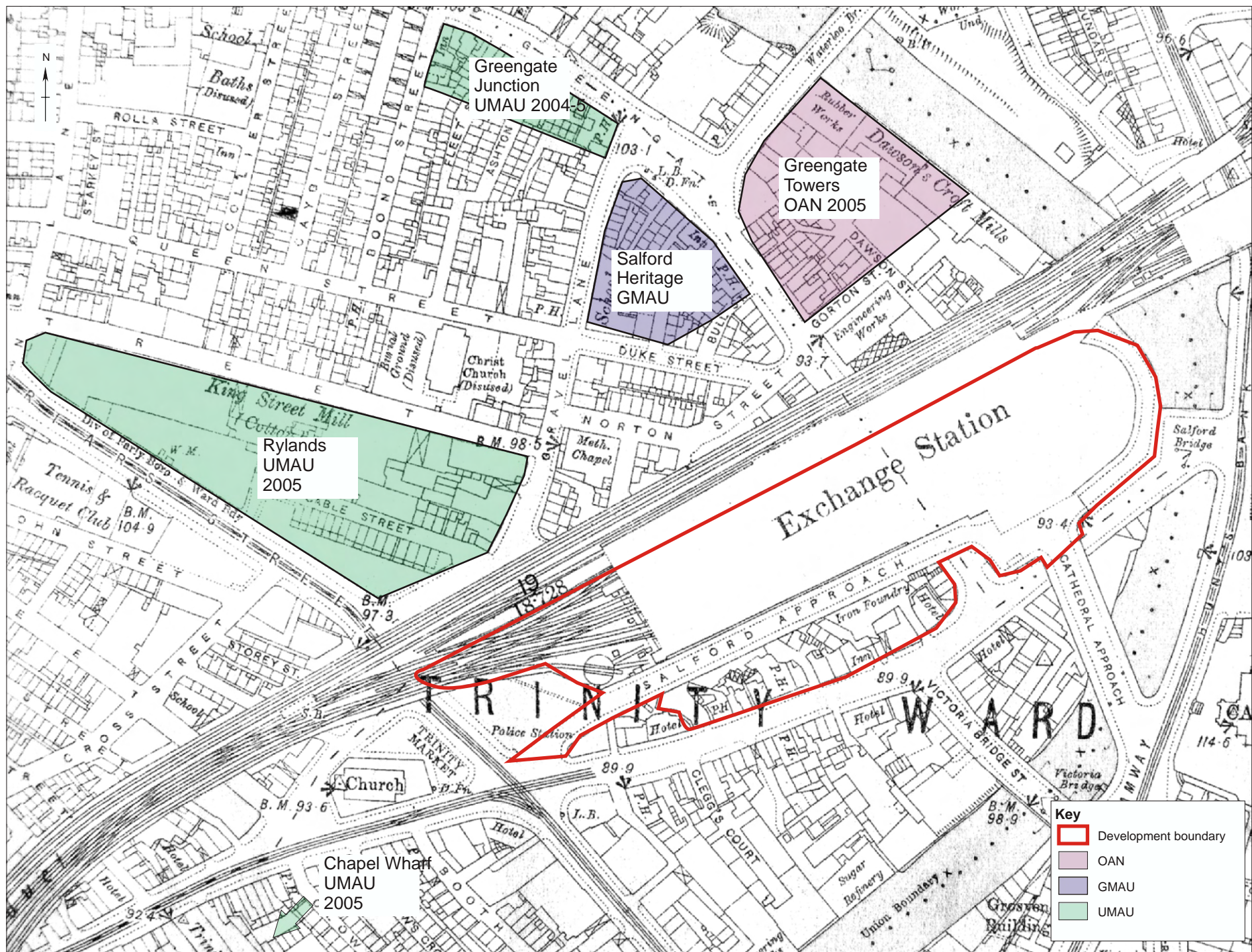


Figure 5 The Exchange, Greengate, Salford: location of previous archaeological excavations overlain on 2nd edition OS 1888 (map based on UMAU 2006 III.1)

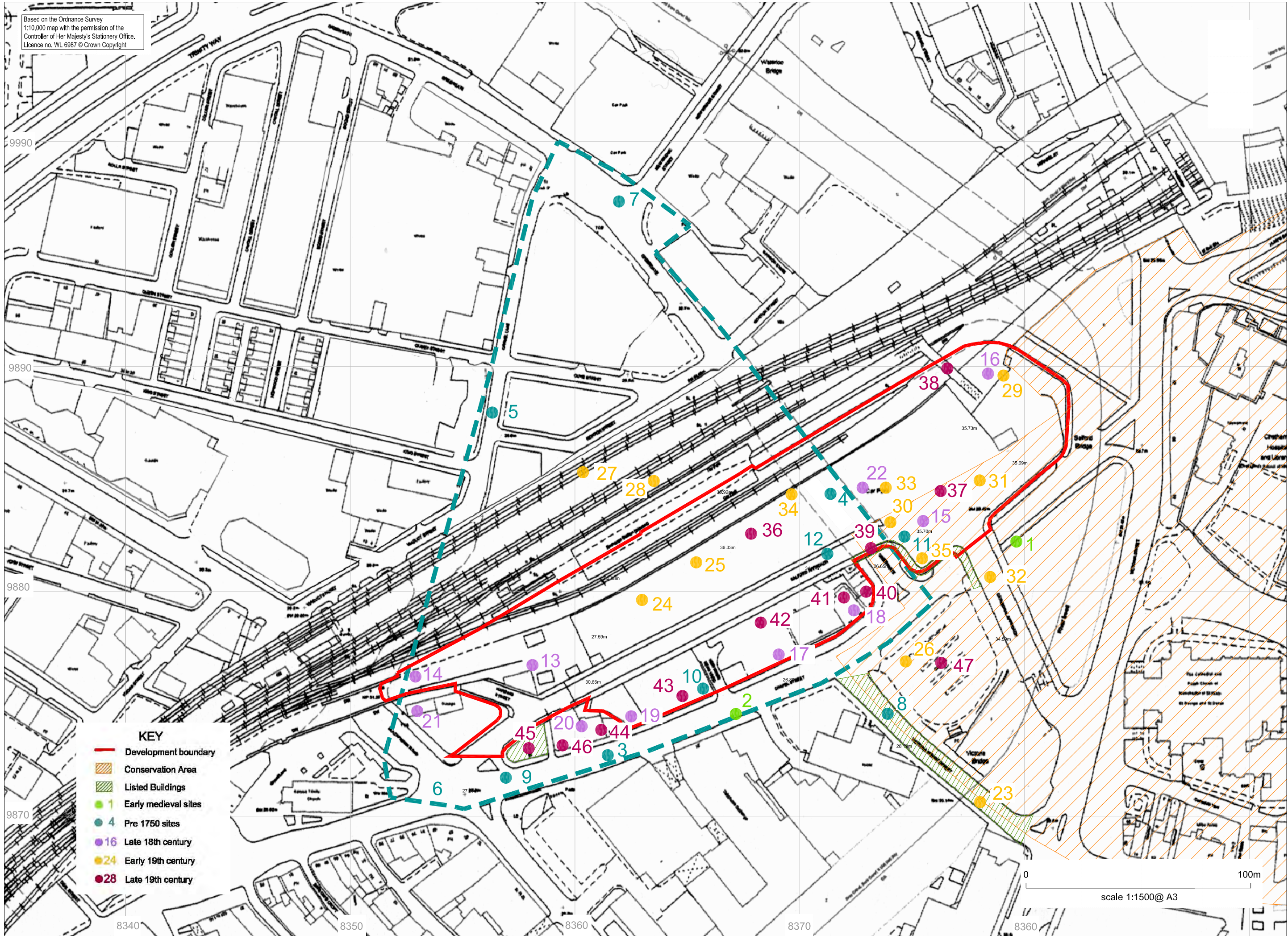


Figure 6 The Exchange, Greengate, Salford: cultural heritage sites

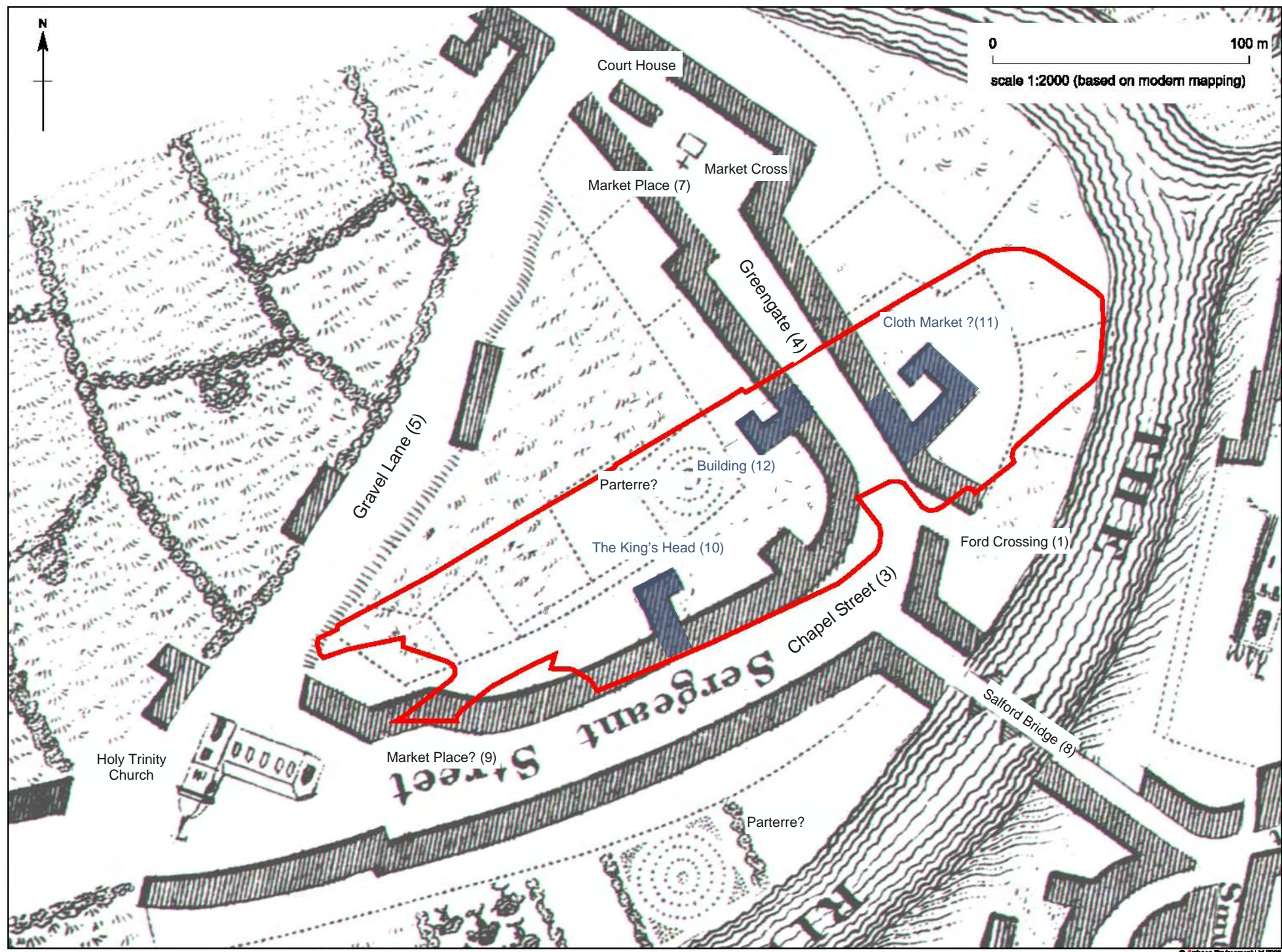


Figure 7 The Exchange, Greengate, Salford: Map of Machester and Salford c.1650 (redrawn 1822) (Salford Local Studies Library)

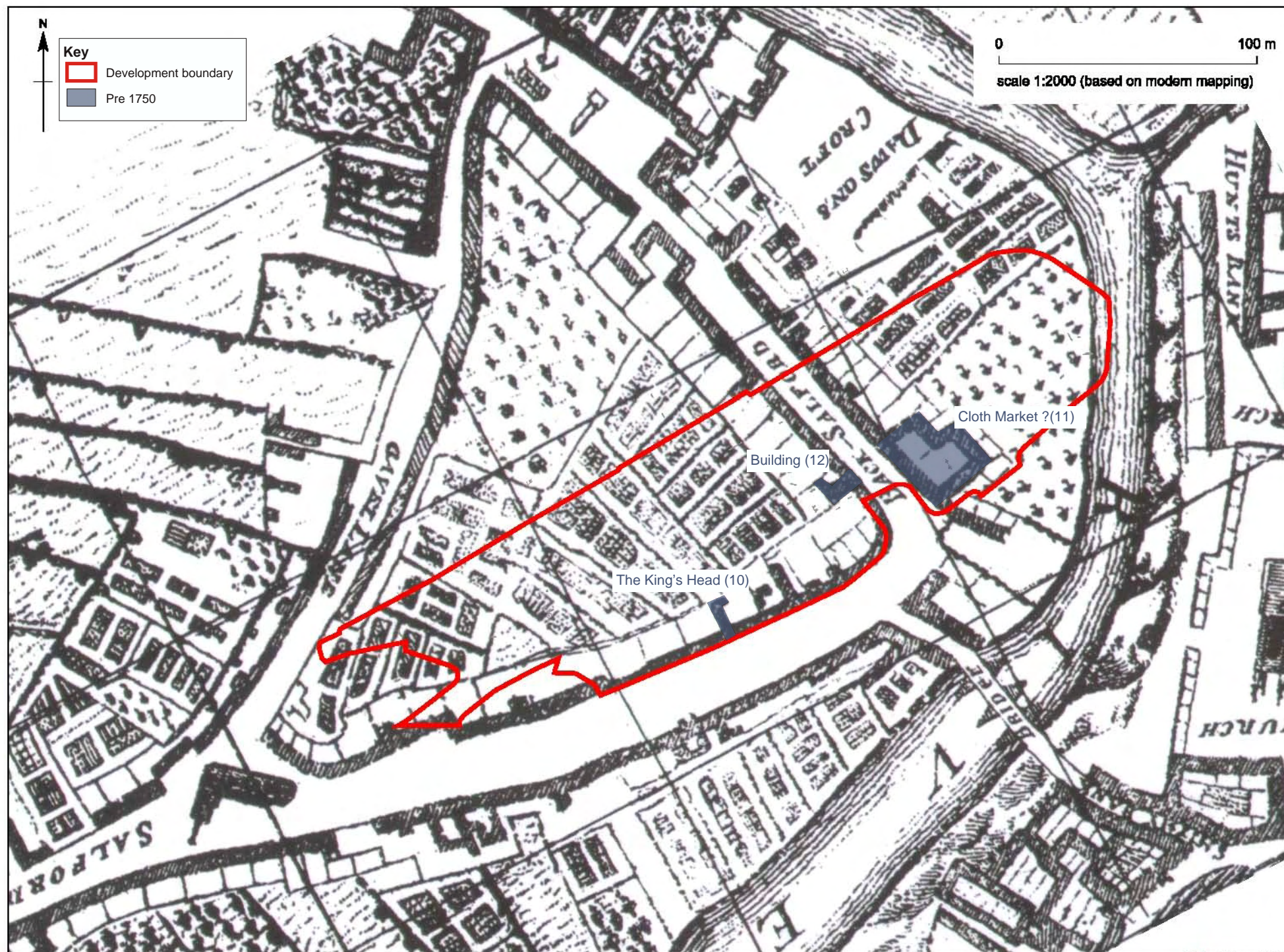


Figure 8 The Exchange, Greengate, Salford: Casson & Berry's map of Salford, 1741 (Salford Local Studies Library)



Figure 9 The Exchange, Greengate, Salford: engraving from Casson & Berry map 1741, looking north-east along Irwell towards Manchester (Salford Local Studies Library)

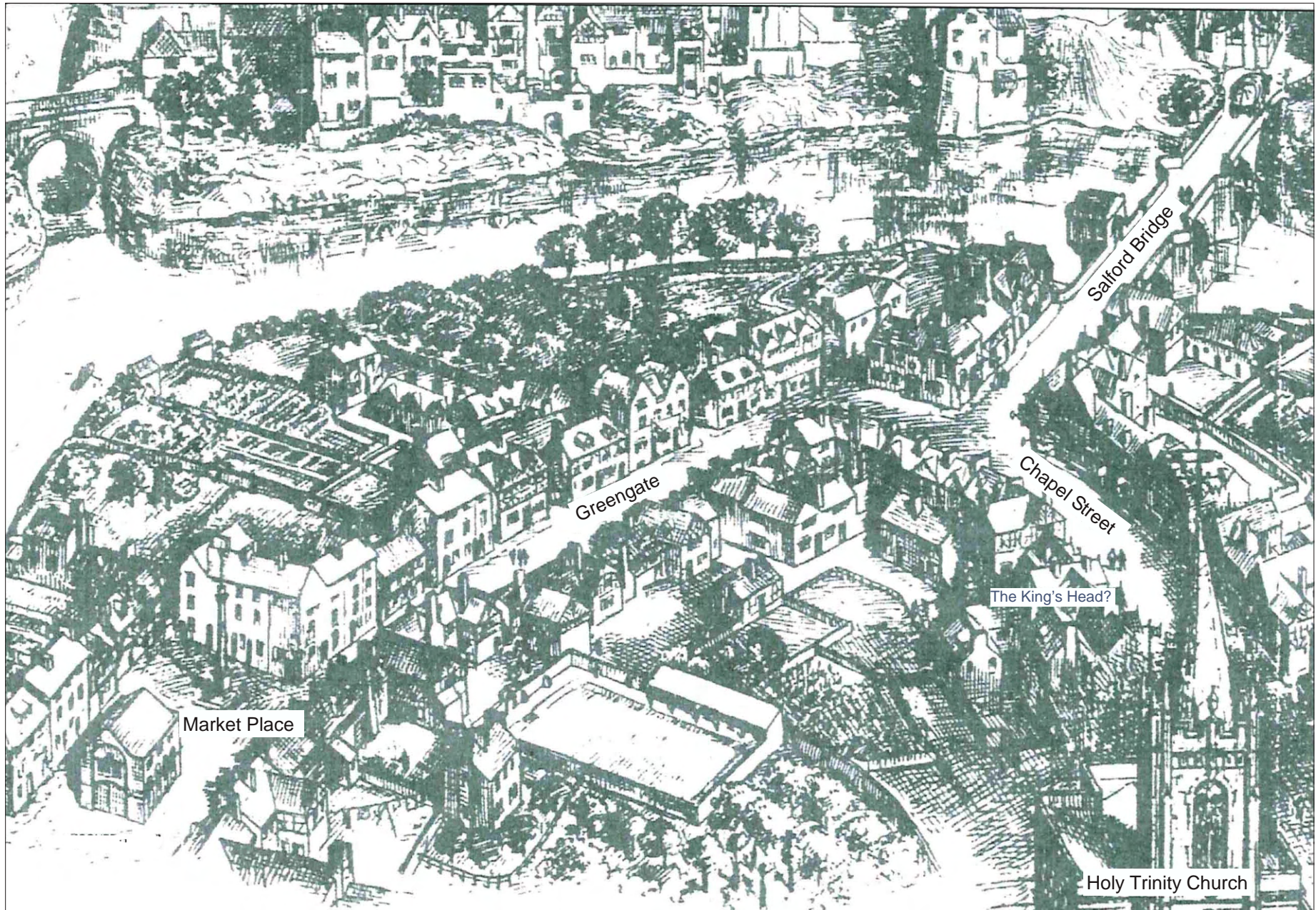


Figure 10 The Exchange, Greengate, Salford: engraving of Salford purported to date to 1761, although not reproduced till 1822.

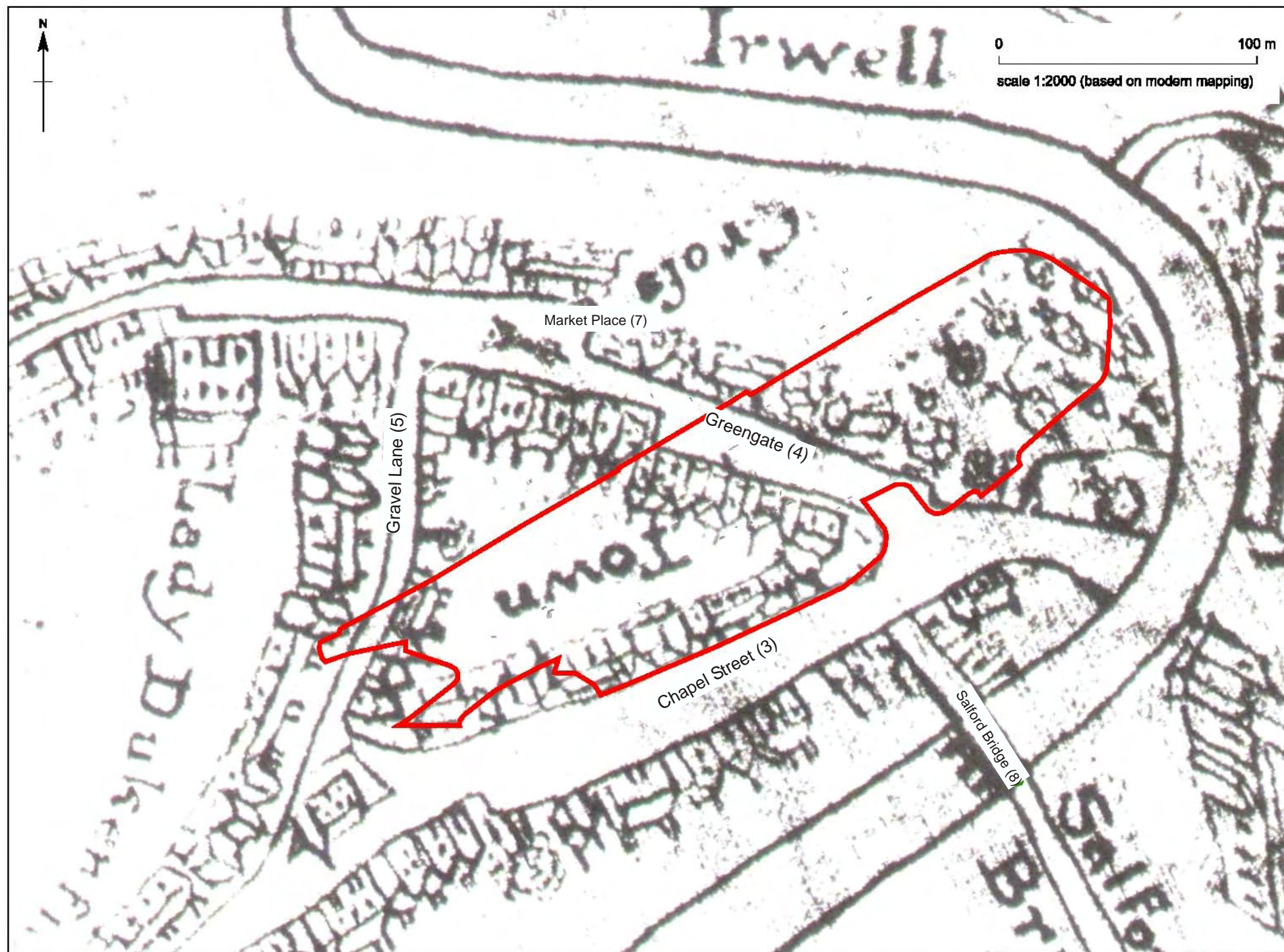


Figure 11 The Exchange, Greengate, Salford: Hills pictorial map of Salford, dated 1740 (Salford Local Studies Library)



Figure 12 The Exchange, Greengate, Salford: photograph of The Bull's Head c.1880. The pub was located at the northern end of Greengate, adjacent to the Market Place (Salford Local Studies Library)



Figure 13 The Exchange, Greengate, Salford: 19th century engraving of The Fisherman's Hut, formerly Salford Hall, on the south side of Chapel Street (Salford Local Studies Library)

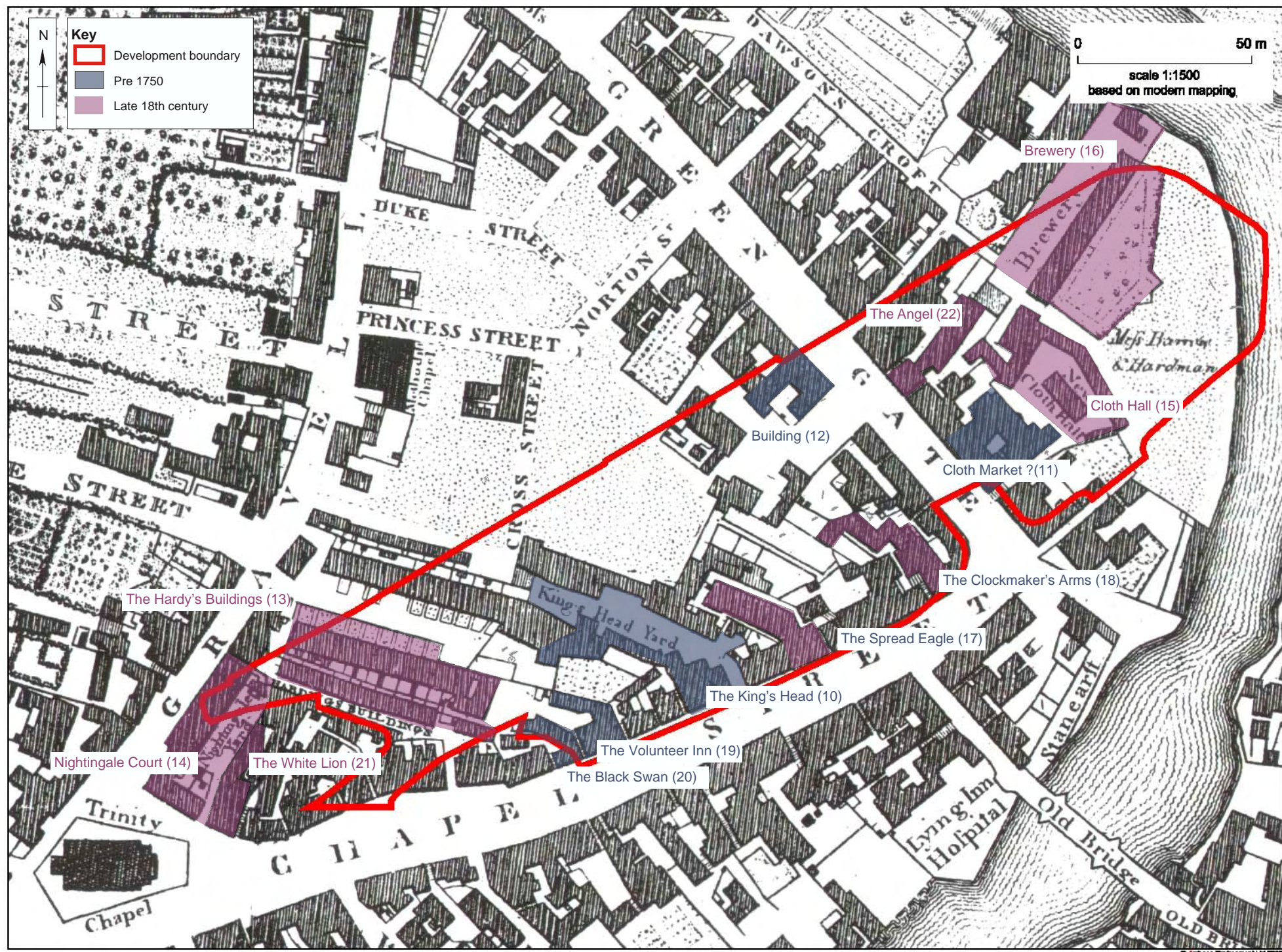


Figure 14 The Exchange, Greengate, Salford: Green's map of Salford 1787-94 showing key cultural heritage sites (Salford Local Studies Library)

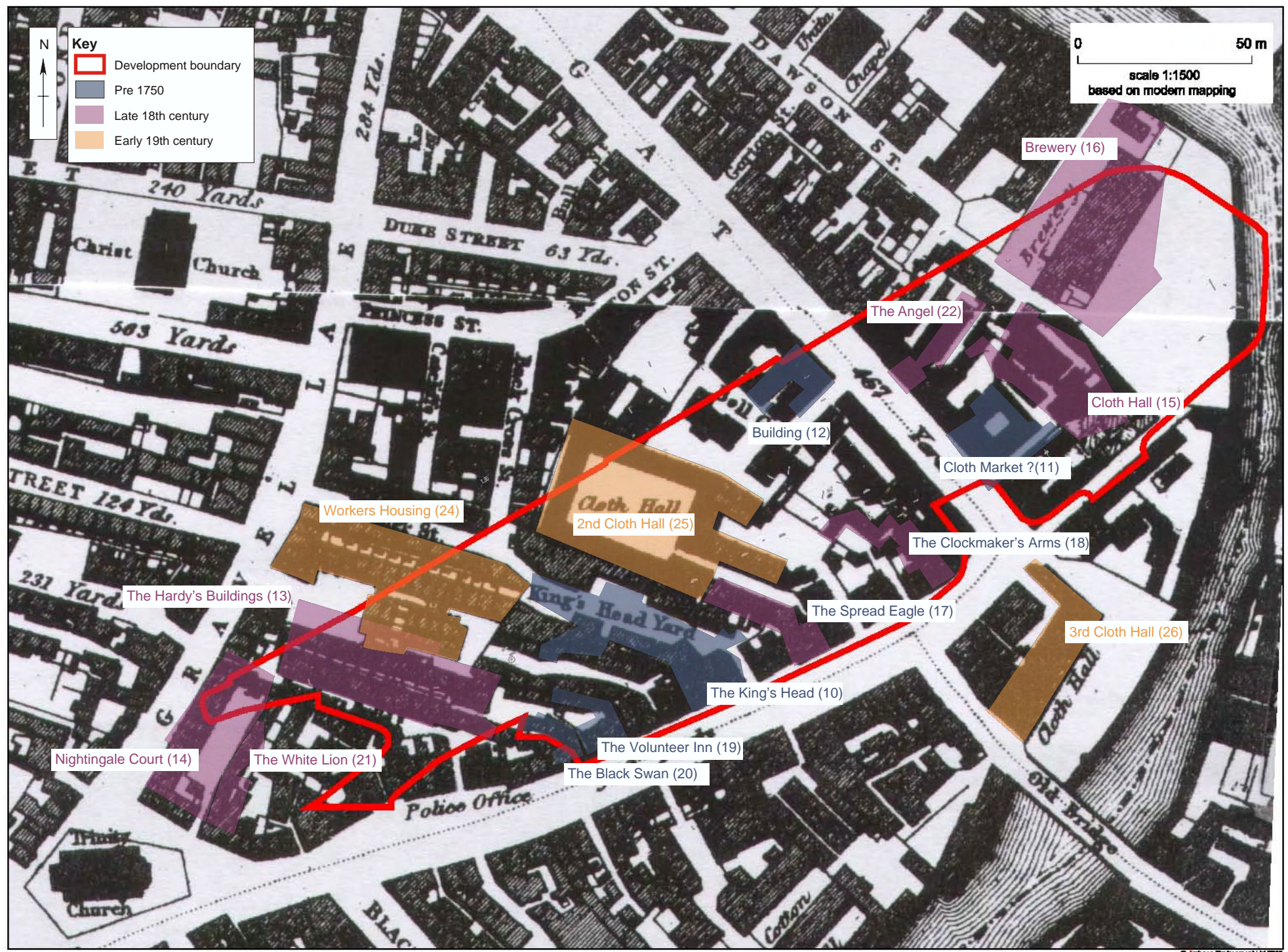


Figure 15 The Exchange, Greengate, Salford: Bancks's map of Salford 1831 showing key cultural heritage sites (Salford Local Studies Library)



Figure 16 The Exchange, Greengate, Salford: back-to-backs along Greengate at the turn of the 20th century. Picture taken of housing at the northern end of the street, at the junction with Sandwell Street, but similar properties would have been found within the development area (Salford Local Studies Library)

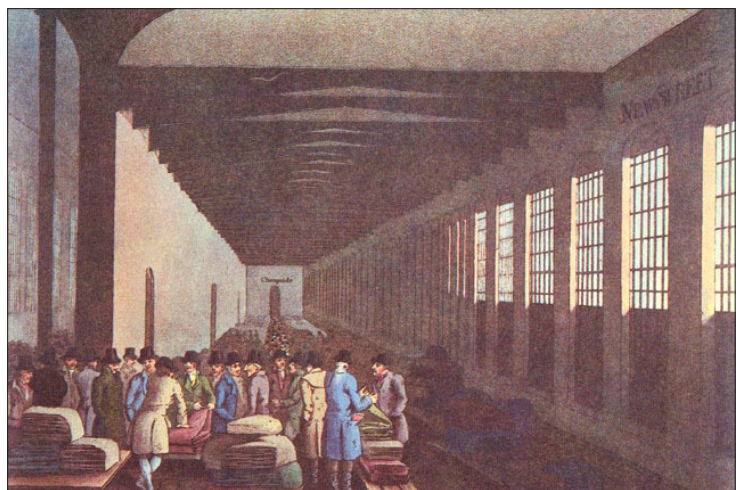
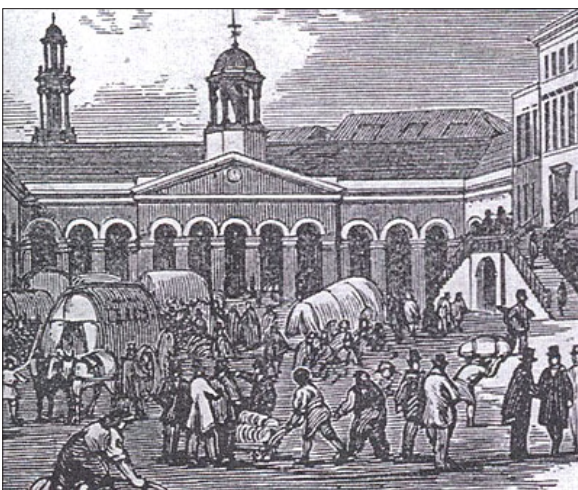


Figure 17 The Exchange, Greengate, Salford: contemporary illustrations of the Leed's Cloth Hall

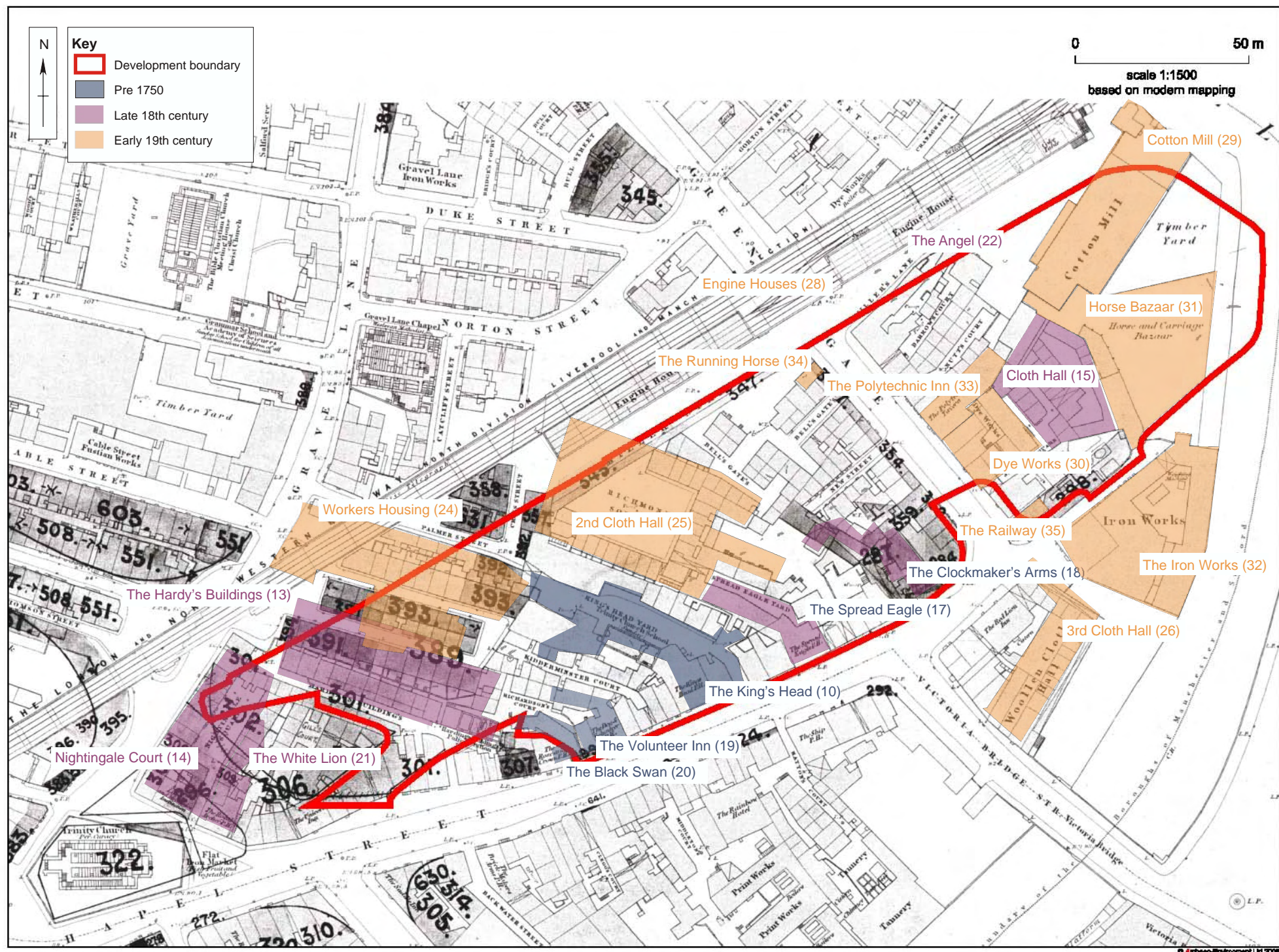




Figure 19 The Exchange, Greengate, Salford: The Railway inn (36) on the corner of Greengate and Chapel Street (Richardson 2003, 18)



Figure 20 The Exchange, Greengate, Salford: The front of Exchange Station, designed by Francis Stephenson (Shackcloth 2004, 5)



Figure 21 The Exchange, Greengate, Salford: the double arches of the Exchange shed c.1955. The extension of Platform 1 in the foreground. Notice 'parachute' water tower on the platform (Shackcloth 2004, 15)



Figure 22 The Exchange, Greengate, Salford: view across Cathedral Approach towards the Exchange c.1910 (note statue of Cromwell in the foreground) (Salford Local Studies Library)

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Exchange Station

LIVERPOOL & MANCHESTER LINE

L. & Y.R. MANCHESTER & BOLTON LINE

L. & N.W.R. LIVERPOOL & MANCHESTER LINE

Trinity Market

Sacred Trinity Church (Rectory)

Grave Yard

Drinking Fountain

Black Lion

Police Station

Royal Commercial Hotel

Palace of Music (P.H.)

KING'S HEAD YARD

Iron Foundry

Canterbury Hotel

Spread Eagle Pub

APPROACH

HARDING STREET

CATCLIFFE STREET

ST. STEPHEN WARD

Engineering Works

Chimney

Change House

Curfew

Letter Box

Refreshment Rooms

No. 1

No. 2

No. 3

No. 4

0 50m

scale 1:1000@ A3

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Exchange Station

MANCHESTER & BOLTON LINE

LIVERPOOL & MANCHESTER LINE

TRINITY MARKET

Trinity Church (Rectory)

Police Station

Royal Commercial Hotel

Palace of Music (P.H.)

Iron Foundry

King's Head Yard

Spiced Food Parl.

Canterbury Hotel

Refreshment Rooms

Engineering Works

Methodist Chapel (Wesleyan)

Catchcliffe Street

Harding Street

Black Lion

Scale 1:1000@ A3

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Exchange Station

MANCHESTER & BOLTON LINE

LIVERPOOL & MANCHESTER LINE

TRINITY MARKET

Trinity Church (Rectory)

Police Station

Royal Commercial Hotel

Palace of Music (P.H.)

Iron Foundry

King's Head Yard

Spiced Food Parl.

Canterbury Hotel

Engineering Works

Methodist Chapel (Wesleyan)

Catchcliffe Street

Harding Street

Black Lion

Scale 1:1000@ A3

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Exchange Station

L. & Y.R. MANCHESTER & BOLTON LINE

L. & N.W.R. LIVERPOOL & MANCHESTER LINE

TRINITY MARKET

Police Station

Royal Commercial Hotel

Palace of Music (P.M.)

Iron Foundry

KING'S HEAD YARD

SPEED EAGLE PAUL

CANTERBURY HOTEL

Engineering Works

Chimney

Change House

Clock Shop

Lamp Shop

Office

Letter Box

Waiting Room

Refreshment Rooms

No. 1

No. 2

No. 3

No. 4

ST. STEPHEN WARD

SOUTH DIVISION (School)

Trinity Church (Rectory)

Grave Yard (Dismal)

Drinking Fountain

Black Lion

HARDING STREET

CATCHLIFE STREET

CARTON STREET

GREENGATE WARD

DUNN & CO. MILLS

Paper Mill

Salt

0 50m

scale 1:1000@ A3

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Exchange Station

MANCHESTER & BOLTON LINE
L. & Y.R.

LIVERPOOL & MANCHESTER LINE
L. & N.W.R.

CATCLIFFE STREET

HARDING STREET

Trinity Market

Sacred Trinity Church (Rectory)
Seats for 510

Police Station

Royal Commercial Hotel

Palace of Music (P.H.)

King's Head Yard

Iron Foundry

Canterbury Hotel

Engineering Works

Chimney

Refreshment Rooms

Letter Box

Black Lion

Grave Yard (Dismal)

Drinking Fountain

Urinal

0 50m
scale 1:1000@ A3

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Exchange Station

MANCHESTER & BOLTON LINE

LIVERPOOL & MANCHESTER LINE

TRINITY MARKET

Trinity Church (Rectorry)

Police Station

Royal Commercial Hotel

Palace of Music (P.H.)

Iron Foundry

King's Head Yard

Spiced Food Parl.

Canterbury Hotel

Engineering Works

Chimney

Change House

Letter Box

Refreshment Rooms

Waiting Room

Black Lion

Grave Yard

Drinking Fountain

Urinal

Methodist Chapel (Wesleyan)

Seats for 1100

Seats for 510

Black Lion

Scale 1:1000@ A3

0 50m

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Exchange Station

LIVERPOOL & MANCHESTER LINE

L. & Y.R. MANCHESTER & BOLTON LINE

L. & N.W.R. LIVERPOOL & MANCHESTER LINE

Trinity Market

Trinity Church (Rectory)

Police Station

Royal Commercial Hotel

Palace of Music (P.H.)

King's Head Yard

Iron Foundry

Canterbury Hotel

Engineering Works

Methodist Chapel

Catchcliffe Street

Harding Street

Black Lion

0 50m

scale 1:1000@ A3

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Exchange Station

MANCHESTER & BOLTON LINE

LIVERPOOL & MANCHESTER LINE

TRINITY MARKET

Trinity Church (Rectory)

Police Station

Royal Commercial Hotel

Palace of Music (P.H.)

Iron Foundry

King's Head Yard

Spiced Food Parl.

Canterbury Hotel

Refreshment Rooms

Engineering Works

Methodist Chapel (Wesleyan)

Catchcliffe Street

Harding Street

Black Lion

Scale 1:1000@ A3

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Exchange Station

Barton Street

Catcliffe Street

Harding Street

Trinity Market

Trinity Church (Rectory)

Royal Commercial Hotel

Police Station

Palace of Music (P.H.)

King's Head Yard

Iron Foundry

Canterbury Hotel

Refreshment Rooms

Engineering Works

Methodist Chapel (Wesleyan)

Black Lion

Grave Yard

Drinking Fountain

Urinal

South Division (School)

St. Stephen's Ward

L. & Y.R. Manchester & Bolton Line

L. & N.W.R. Liverpool & Manchester Line

Platform

Approach

0 50m

scale 1:1000@ A3

[illegible][illegible]



Figure 24 The Exchange, Greengate, Salford: wrought iron bridge across railway c.1950 (Salford Local Studies Library)



Figure 25 The Exchange, Greengate, Salford: iron bridge today standing at the north-eastern end of the study area.



Figure 26 The Exchange, Greengate, Salford: The main ticket office c.1910 (Salford Local Studies Library)



Figure 27 The Exchange, Greengate, Salford: the interior of the Exchange Station c.1960. Looking east towards Victoria Station in the background (Shackcloth 2004, 18)

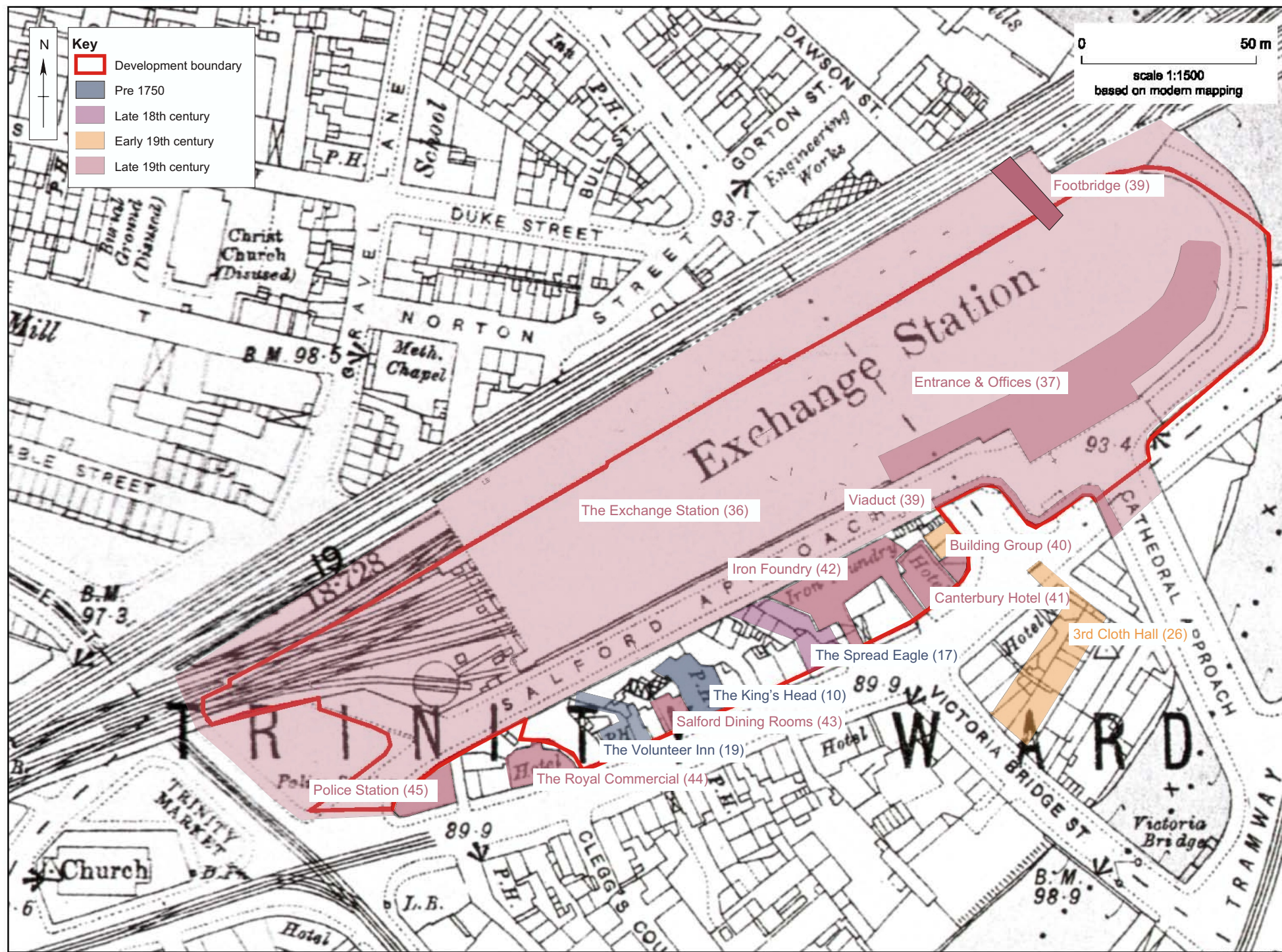


Figure 28 The Exchange, Greengate, Salford: 1888 second edition 1:2500 OS map showing key cultural heritage sites (Salford Local Studies Library)



Figure 29 The Exchange, Greengate, Salford: the Exchange viaduct (39), grade II Listed Building. Building group (40) and The Canterbury Hotel to the left of the viaduct



Figure 30 The Exchange, Greengate, Salford: Nos. 5 and 7 Greengate (40)



Figure 31 The Exchange, Greengate, Salford: The Canterbury Hotel c.1930 (Richardson 2003, 3)



Figure 32 The Exchange, Greengate, Salford: The Canterbury Hotel today with nos.1 and 3 Greengate to the right.

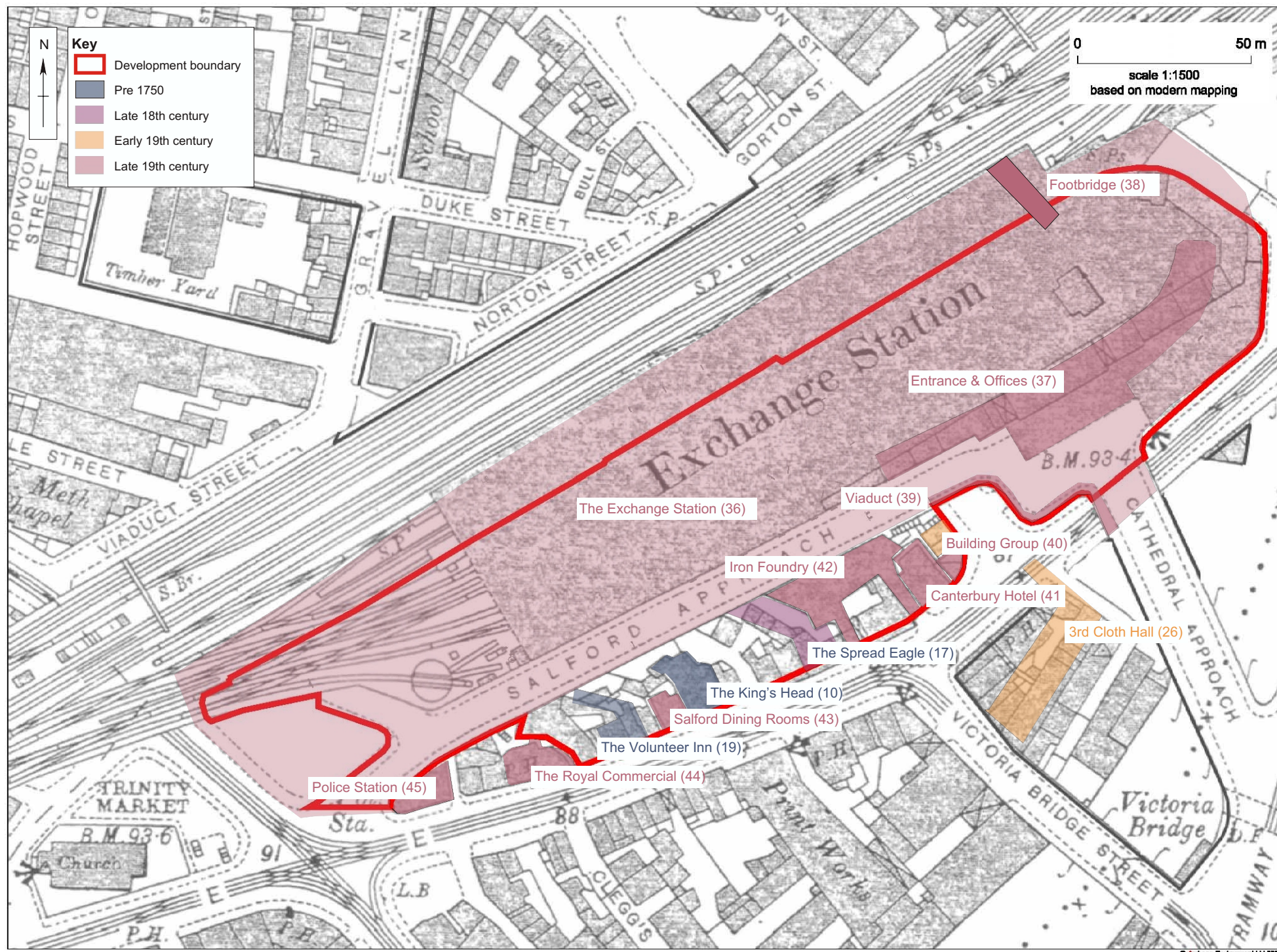


Figure 33 The Exchange, Greengate, Salford: 1905-6 third edition 1:2500 OS map showing key cultural heritage sites (Salford Local Studies Library)

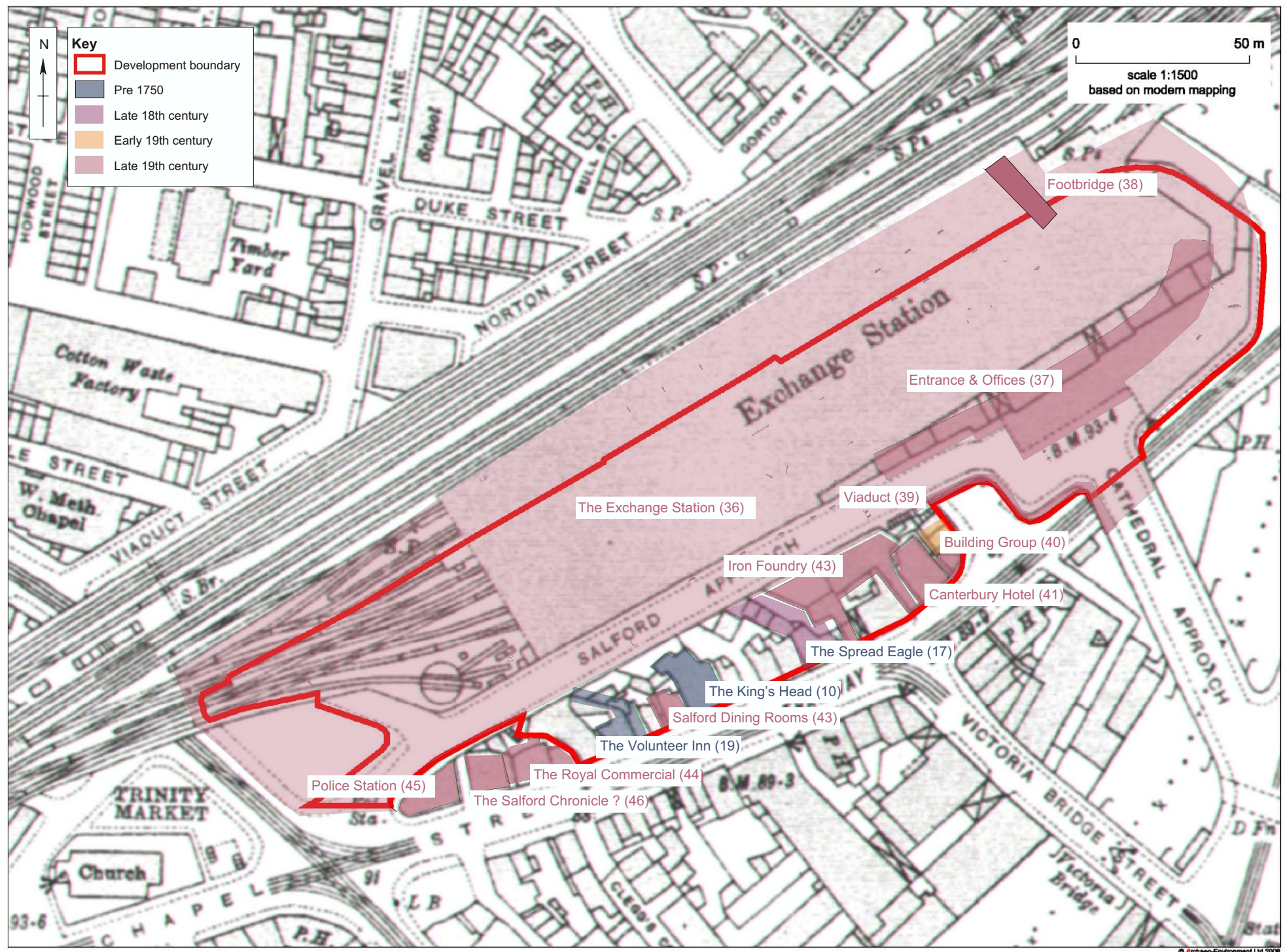




Figure 35 The Exchange, Greengate, Salford: the front of the Exchange Station c.1960 showing extent of bomb damage. The main entrance block was removed and the associated arches bricked up (Shackcloth 2004, 5)



Figure 36 The Exchange, Greengate, Salford: aerial view of Salford c.1930. Salford Station is in the foreground and the Exchange Station is top right (Salford Local Studies Library)

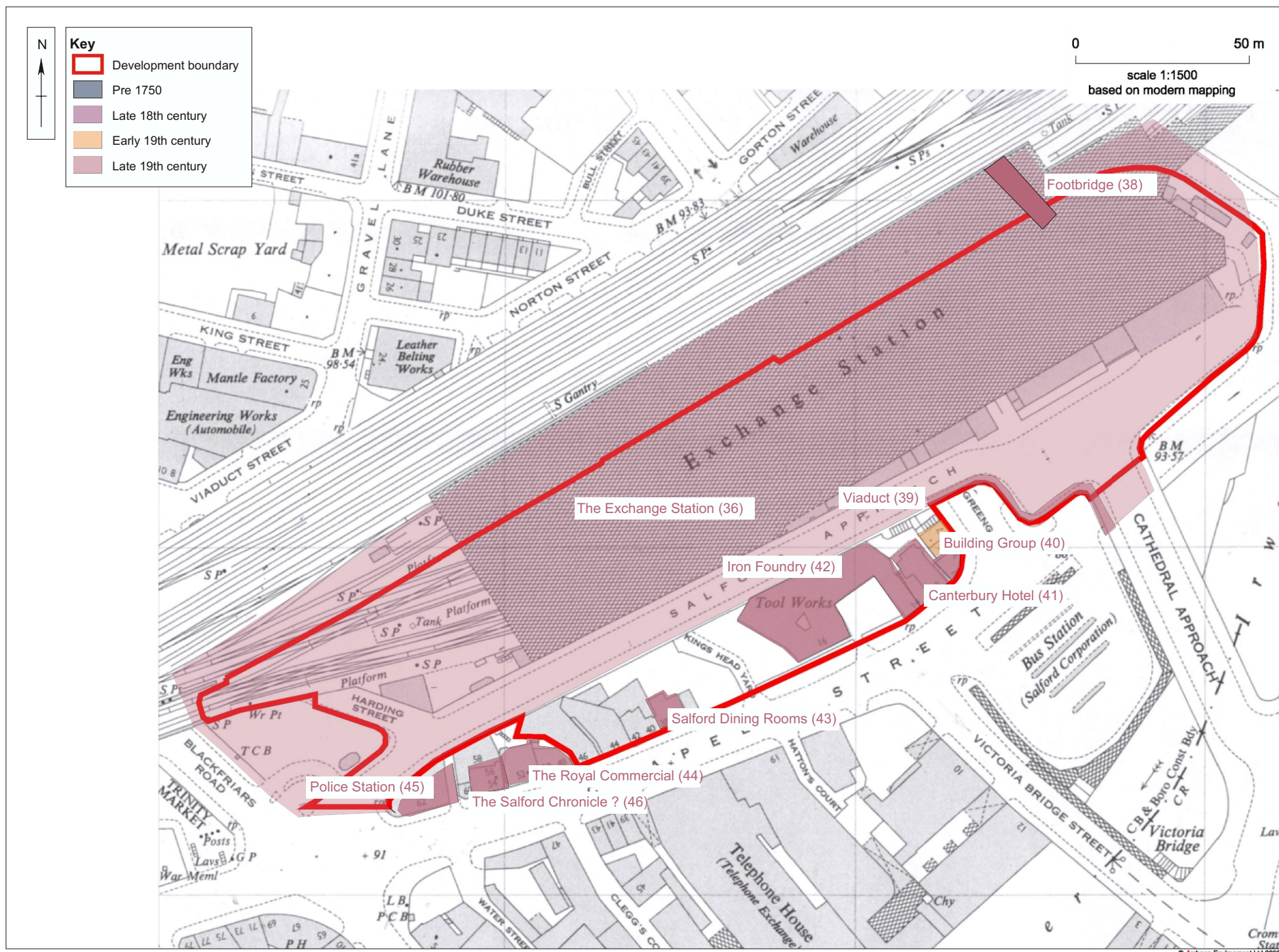




Figure 38 The Exchange, Greengate, Salford: the brick arches underneath the Exchange Station



Figure 39 The Exchange, Greengate, Salford: the brick arches underneath the Exchange Station

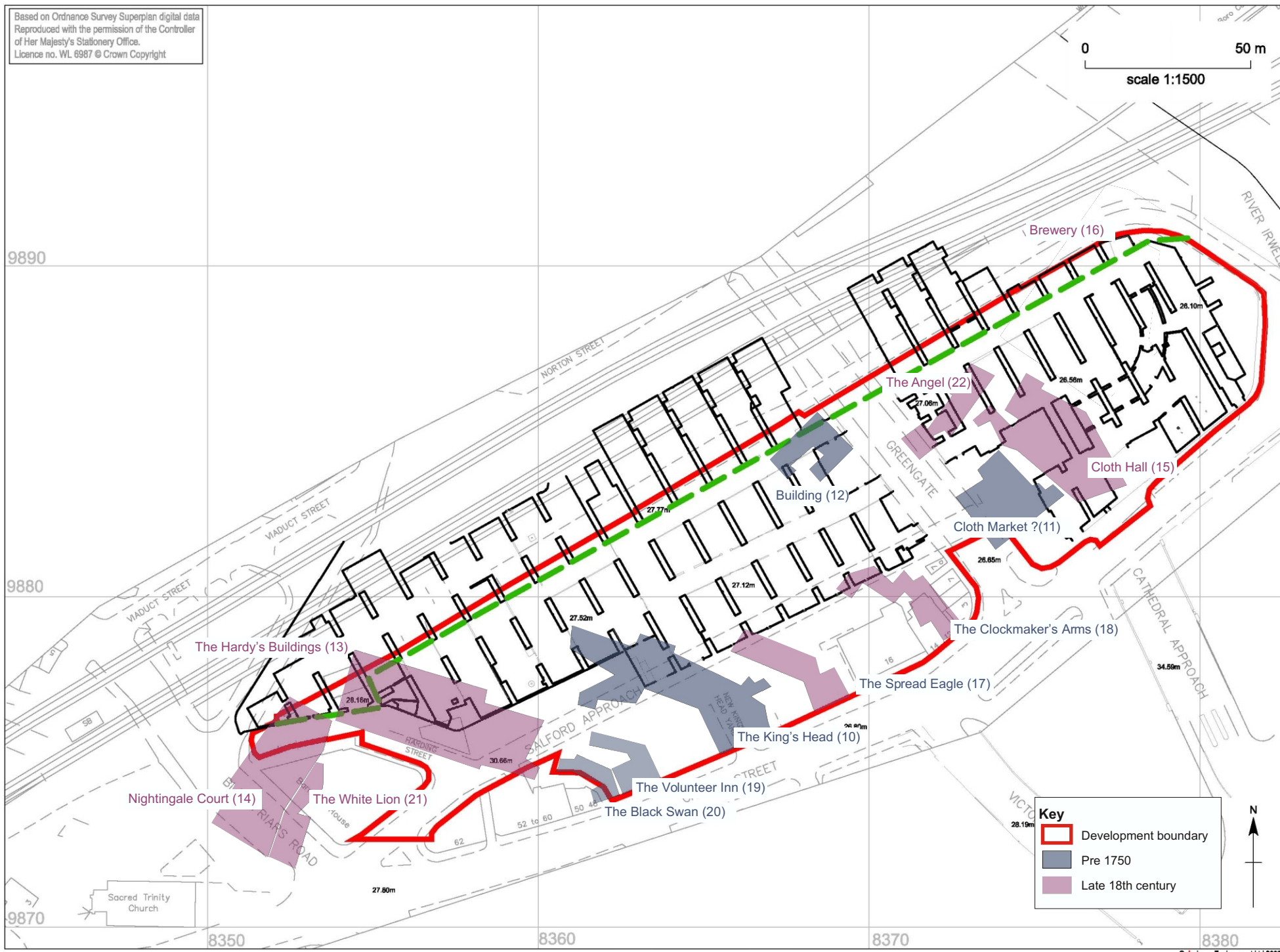


Figure 40 The Exchange, Greengate, Salford: medieval and early 18th century sites overlain on modern site map (ground level)



Figure 41 The Exchange, Greengate, Salford: medieval, 18th century and early 19th century sites overlain on modern site map (ground level)

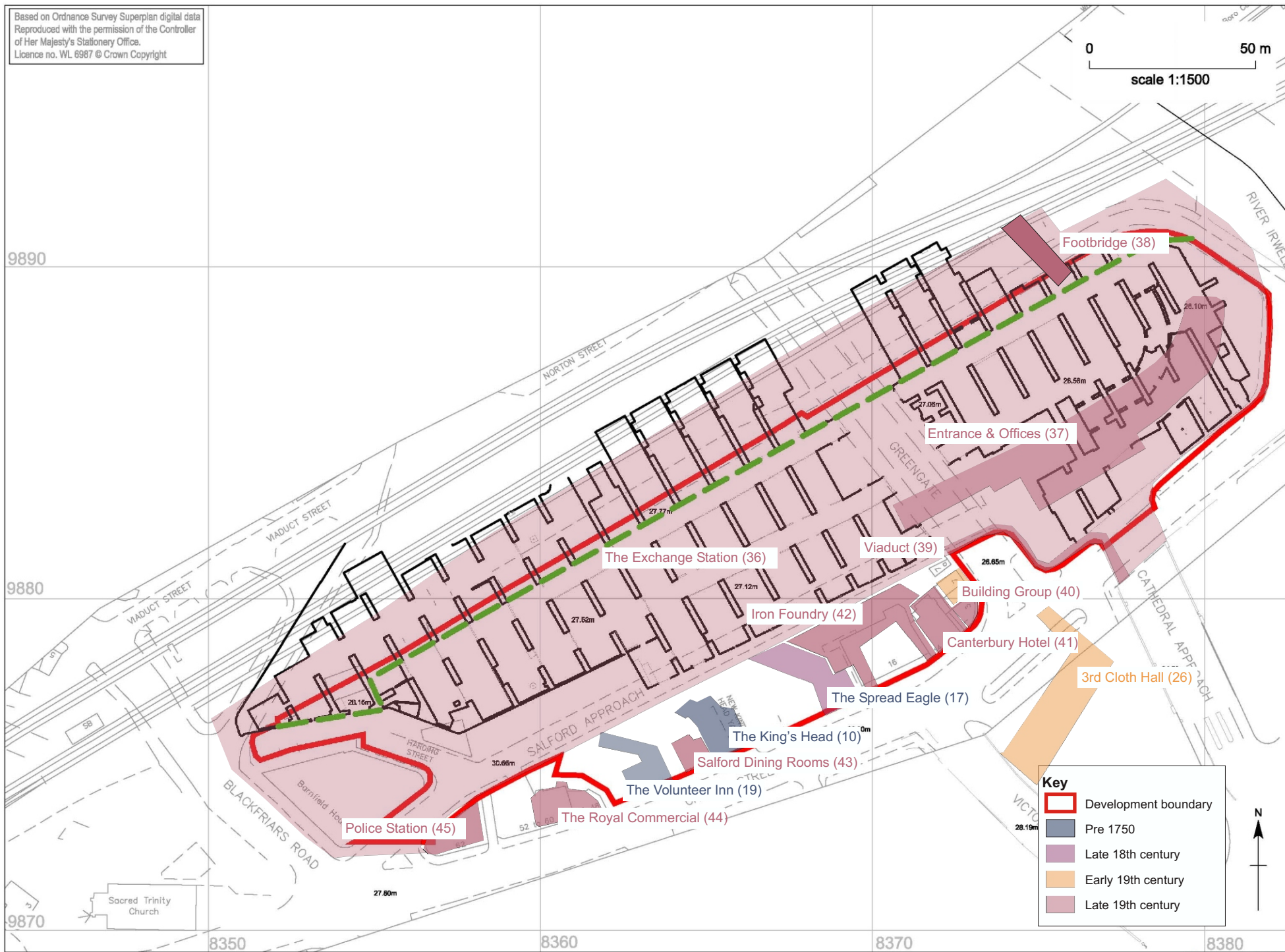


Figure 42 The Exchange, Greengate, Salford: medieval to late 19th century on 1922 OS map overlain on modern site map (ground level)



Figure 43 The Exchange, Greengate, Salford: location of cellars based on 1849 and 1888 1:500 OS maps, overlain on modern site map

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0 50 m
scale 1:1500

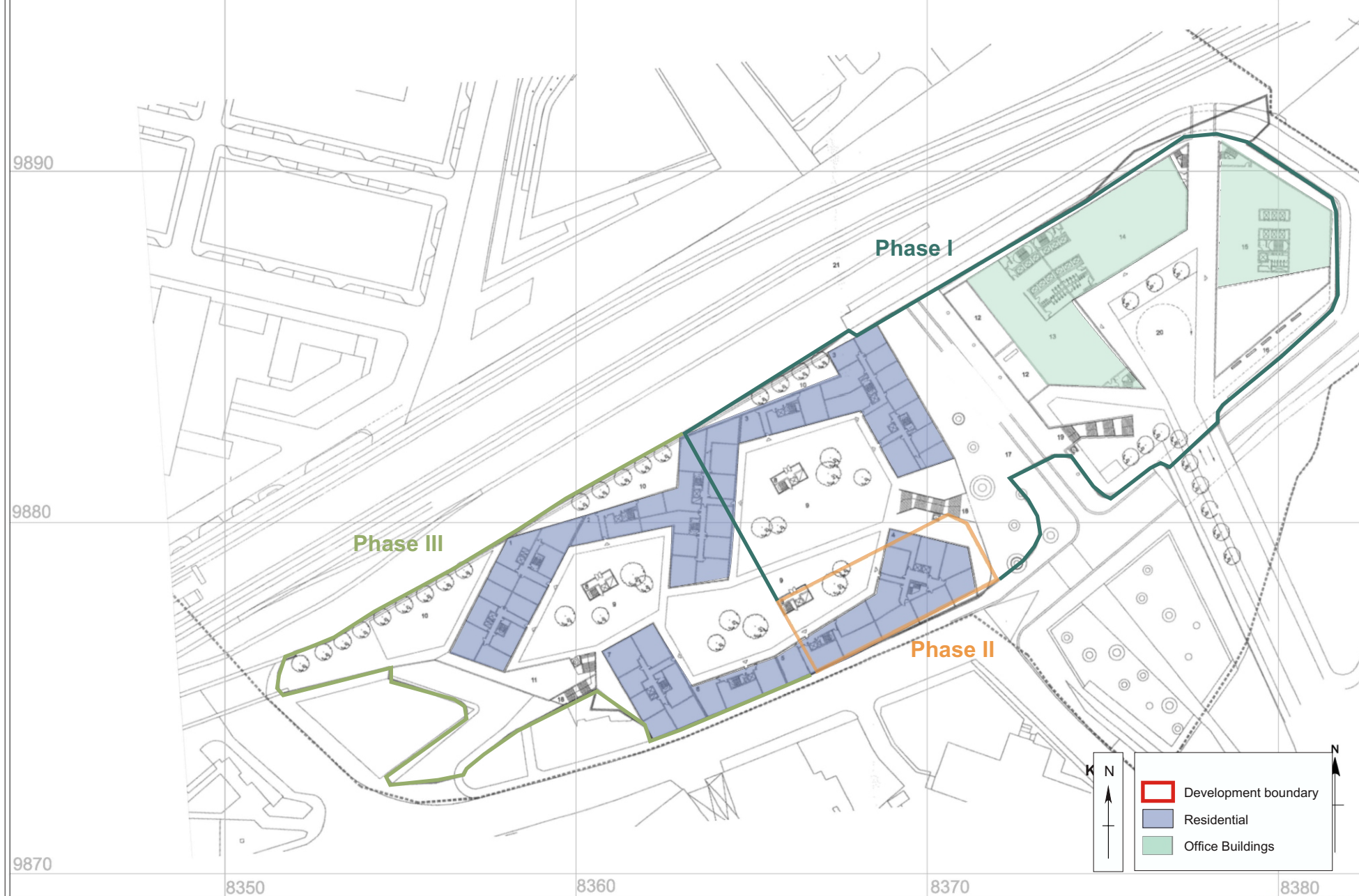


Figure 44 The Exchange, Greengate, Salford: Current outline development plan (Jan 2008)



Figure 45 The Exchange, Greengate, Salford: development plan (and phases) overlain on potential archaeological sites



Figure 46 The Exchange, Greengate, Salford: location of proposed evaluation trenches and geo-technical test pits (Basement Level)

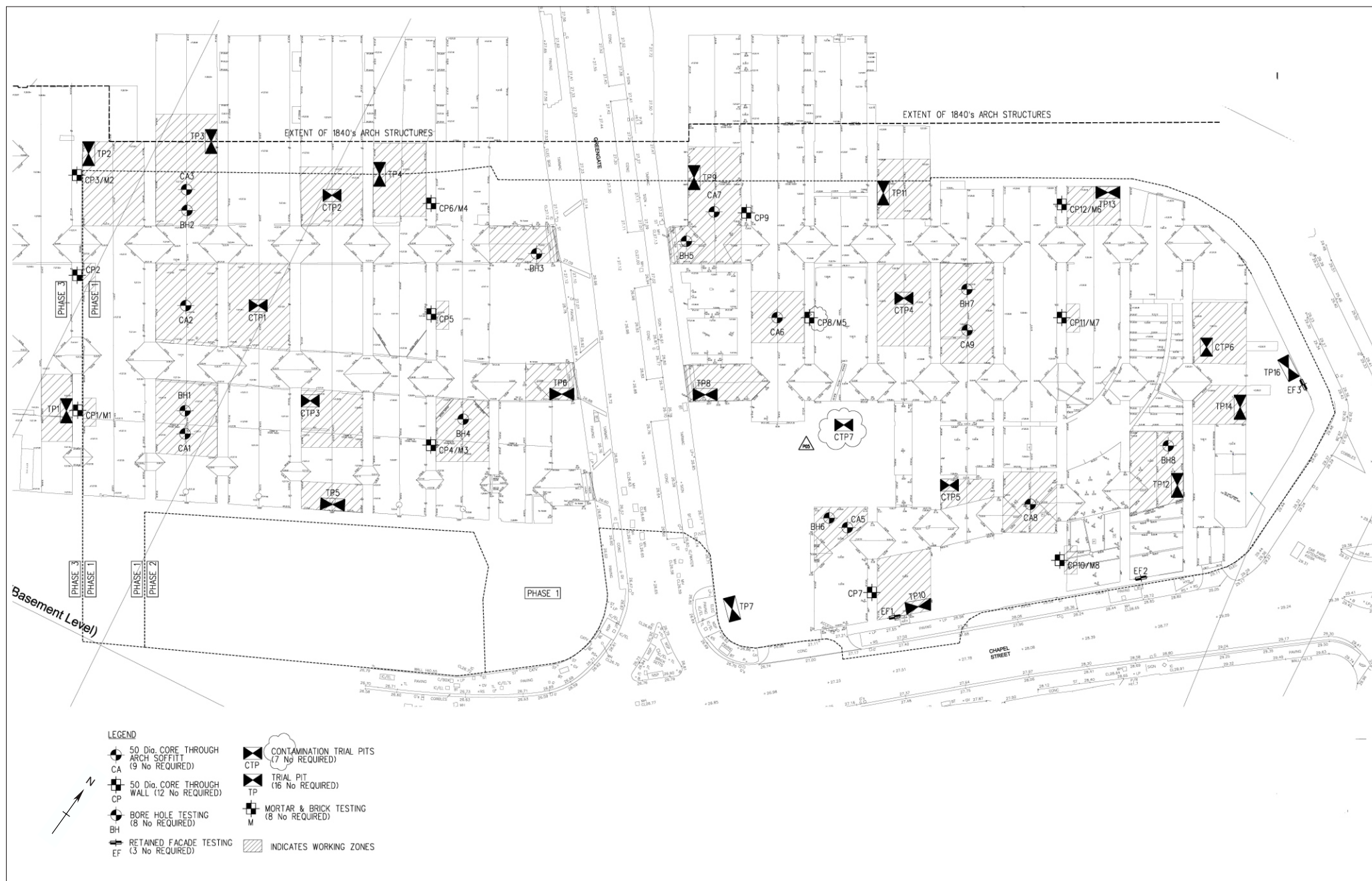


Figure 48 The Exchange, Greengate, Salford: location of geo-technical trial pits (TPs and CTPs) at basement level based on survey details from Whitbybird



Plate A2/1: TP6 showing basic profile of backfill deposits within wall foundation trenches at basement level



Plate A2/2: TP4 showing large flags approx. 1.5m down, possibly part of a structure.



Plate A2/3: TP5 showing the line of a possible foundation cut through natural deposits with the subsequent wall being constructed right up against the cut.



Plate A2/4: CTP10 showing basic profile of deposits associated with track bed (Podium level)



Plate A2/5: CTP17 standing water in brick lined room/cistern found under platform, probably associated with track drainage or storage.



Plate A2/6: CTP17 brick lined room found under platform, probably associated with track drainage or storage.



Plate A2/7: CTP20 remains of brick and tile structure, possibly further evidence of drainage



Plate A2/8: CTP1 showing basic profile of deposits across the site



Plate A2/9: CTP2 large section of bonded brickwork from backfill of foundation trench.



Plate A2/10: CTP2 large sandstone flags possibly part of a structure or backfill of the wall foundation trench.

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